B. F. TAYLOR,
Stevedore.

Lighters and Steam Launches Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.

DODWELL & CO., LIMITED, *General Managers.*

NEW SERIES No. 1783. 光緒二十七年二月初三日 FRIDAY, MARCH 22, 1901. 五拜禮 香港英文日報 THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 8,130,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 21st November, 1900. [11

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $13,000,000
Silver Reserve .....$ 3,000,000 }
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
The Hon. J. J. KESWICK, Deputy Chairman.
The Hon. R. M. Gray.
A. Haupt, Esq. | P. Sachse, Esq.
D. M. Moses, Esq. | N. A. Siebs, Esq.
A. J. Raymond, Esq. | H. W. Slade, Esq.
R. L. Richardson, Esq. | Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 16th February, 1901. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies,

CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.
INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £525,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
p. Manager.

Hongkong, 16th October, 1900. [35

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %

Hongkong, 20th December, 1899. [8

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$5.00 ⅌ Cask of 375 lbs. Net ex Factory.
$3.00 ⅌ Bag of 250 lbs. „

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th December, 1900. [19

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
STRAITS, COLOMBO & B'BAY	*Mazagon*	R. T. L. Cook, R.N.R.	About 26th March	Freight only.
S'HAI & JAPAN	*Canton*	C. F. Lockstone, R.N.R.	About 27th March	Freight or Passage.
SHANGHAI	*Sobraon*	L. M. Wibmer, R.N.R.	About 30th March	Freight or Passage.
LONDON	*Bombay*	G. M. Montford, R.N.R.	About 6th April	Freight or Passage.

PASSENGER SEASON, 1901.

S.S. "PLASSY*" .....7,405 tons.....March 30th ..... } MARSEILLES and LONDON (Direct).
S.S. "SOBRAON".....7,382 tons.....April 27th ..... } WITHOUT TRANSHIPMENT.

* (See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 21st March, 1901. [5

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
STUTTGART	WEDNESDAY, 3rd April.
*KONIG ALBERT**	WEDNESDAY, 17th April.
PRINZESS IRENE	WEDNESDAY, 1st May.
PRINZ HEINRICH	WEDNESDAY, 15th May.
PREUSSEN	WEDNESDAY, 29th May.
HAMBURG, Hamburg-Amerika Linie	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KIAUTSCHOU, Hamburg-Amerika Linie	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUTSCHOU, Hamburg-Amerika Linie	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.

* Calling at AMSTERDAM.

ON WEDNESDAY, the 3rd day of April, 1901, at NOON, the Steamship "STUTTGART," of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 1st April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 2nd April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 2nd April.
Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 20th March, 1901. [22

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23

"QUEEN'S CHOICE"
LIQUEUR SCOTCH WHISKY.
PRONOUNCED BY CONNOISSEURS
TO BE
ONE OF THE FINEST WHISKIES EVER PLACED ON THE MARKET.
It possesses a delicate aroma, and is of great age and guaranteed purity.
$12 Per Dozen.
THE VICTORIA DISPENSARY
AGENTS.
25]

PETER SYS' WONDERFUL SPECIFIC.

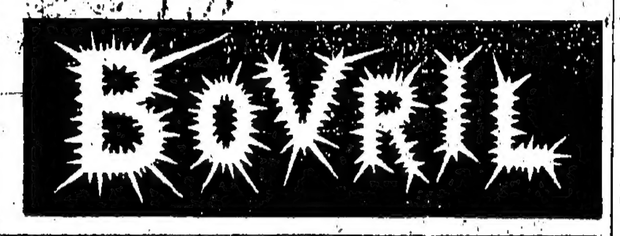
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
29, Old China Street,
Shanghai.

12th October, 1898. [2]

Intimations.

BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [287c



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS,
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.
17] DODWELL & CO., LIMITED, General Managers.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [16

BURGUNDIES.
(Sole Agents for GUICHARD, POTHERET & Co., &c.)

	1 doz. Bottles.	½ Bottles.
NUITS	$12.00	$13.00
BEAUNE	19.00	21.00
VOLNAY	23.00	—
POMMARD	27.00	—
CHAMBERTIN	34.00	—
CLOS DE VOUGEOT	40.00	—
CALIFORNIA	10.00	11.00
SPARKLING RED	26.00	28.00

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 27th February, 1901. [20

AQUARIUS.

Telephone No. 75.

SPARKLING MINERAL TABLE WATER.
TREBLE DISTILLED, THUS ENSURING ABSOLUTE PURITY.
Entirely free from all forms of organic contamination and from Microbes.
SOLE AGENTS:
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.
15, Queen's Road,
Hongkong, 16th March, 1901. [15

NOTICE.

REQUIRED by a First Class MERCANTILE HOUSE in Hongkong, an Experienced Man of Business to act as COMPRADORE. The Highest References required. No one need apply unless he is prepared to give Substantial Security in the Sum of $100,000. Apply in writing to
Messrs. JOHNSON, STOKES and MASTER,
12, Queen's Road, Central.

Hongkong, 15th February, 1901. [207c

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN
PIANOS.
MONTHLY PAYMENT SYSTEM.
TUNING. REPAIRS.
Our Speciality.
INSTRUMENTS.
STRINGS.
MUSIC
Grand stock, reduced to clear.

Hongkong, 15th March, 1901. [26

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 26th January, 1901. [124c

NOTICE.

TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, Particulars of which may be seen at the OFFICE of:
Messrs. GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 13th February, 1901. [20c

PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to LADIES and CHILDREN.
Terms very Moderate.
Enquiries by Letter, care of OFFICE of This Paper.

Hongkong, 17th January, 1901. [80c

MADAME ZARIA.
FORTUNE TELLER.

LATELY arrived from America, will stay only for a Short Time in Hongkong, where she can be consulted from 9 A.M. to 12, and 3 to 7 P.M. at the Annex, THOMAS' DRILL ROOMS, Room No. 1, Second floor.

Hongkong, 19th March, 1901. [342c

Intimations.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE EIGHTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 14, Des Vœux Road, Victoria, TO-MORROW, the 23rd March, 1901, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1900, declaring a Dividend and electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 23rd instant, both Days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 22nd March, 1901. [317c

THE GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

SHAREHOLDERS in the above Company are hereby requested to attend a PRIVATE MEETING to be held in the COMPANY'S OFFICE, No. 14, Des Vœux Road Central, TO-MORROW, the 23rd March, 1901, at NOON.
By Order of the Board of Directors,
LÜTGENS, EINSTMANN & CO.,
General Agents.

Hongkong, 22nd March, 1901. [336c

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on WEDNESDAY, the 27th March, 1901, at NOON, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1900.
The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both Days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 8th March, 1901. [304c

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 26th March, 1901, at NOON, for the propose of receiving a Statement of Accounts of the Company to the 31st December, 1900, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.
The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 26th instant, both Days inclusive.
By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 16th March, 1901. [337c

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE NINETEENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on WEDNESDAY, the 27th March, 1901, at 12.30 P.M., for the purpose of receiving their Report and Statement of Accounts to 31st December, 1900.
The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both Days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 8th March, 1901. [305c

UNIVERSAL TRADING COMPANY, LIMITED.

NOTICE is hereby given that the General Manager has made a CALL of $15 on the Holders of Shares in UNIVERSAL TRADING CO., LIMITED, which Call is PAYABLE to the General Manager, on the 31st day of MARCH, 1901, at the COMPANY'S REGISTERED OFFICE, No. 4, Des Vœux Road Central.
Dated Hongkong, 31st January, 1901.

ELLIS KELLY,
General Manager.

140c]

Notices of Firms.

NOTICE.

PACIFIC MAIL STEAMSHIP COMPANY.
OCCIDENTAL AND ORIENTAL STAMSHIP COMPANY.
TOYO KISEN KABUSHIKI KAISHA.

DURING MY ABSENCE from the Colony MR. GEORGE ECKLEY will take Charge of the Business of the above Companies as ACTING AGENT,

J. S. VAN BUREN,
Agent.

Hongkong, 19th March, 1901. [344c

NOTICE.

THE HAMBURG AMERIKA LINIE, HAMBURG, will establish their own OFFICE at HONGKONG, Queen's Building, on the 1st of APRIL.
The Undersigned have been appointed LOCAL MANAGERS.

HAMBURG AMERIKA LINIE,
Hongkong Office,
K. OLDÖRP,
W. VON JANSON, } Managers.

Hongkong, 15th March, 1901. [331c

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 2nd May, 1895. [30

To-day's Advertisements.

THEATRE ROYAL,

CITY HALL.

MR. HENRY DALLAS'

COMIC OPERA SEASON.

TO-NIGHT!

AND

TO-MORROW (SATURDAY),

THE SMART MUSICAL COMEDY,

"The French Maid,"

WHICH RAN FOR 300 NIGHTS

AT

TERRY'S THEATRE, LONDON.

MONDAY NEXT,

AND ON

TUESDAY AND WEDNESDAY,

FIRST PRODUCTION

IN CHINA OF

THE SPARKLING MUSICAL PIECE

"THE GAY PARISIENNE."

FULL CHORUS.

AUGMENTED ORCHESTRA.

PLAN at ROBINSON PIANO CO.

Usual Prices.

Doors Open 8.30. Commence 9 P.M.

A Late Tram will run nightly during the Company's visit.

BERTRAM HERMANN,

Business Manager.

Hongkong, 22nd March, 1901. [288c

HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION TO-MORROW (SATURDAY), the 23rd instant, but the Range will be open for Practice in the Afternoon.

PROGRAMMES OF EASTER will be published early next week.

ALEX. MACKENZIE,
Hon. Secretary.

Hongkong, 22nd March, 1901. [45

VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY AND PRIORY will be held at the FREEMASONS' HALL, on TUESDAY, the 26th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 22nd March, 1901. [356c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA,"

Captain Hodgins, will be despatched for the above Ports, on TUESDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 22nd March, 1901. [357c

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 22nd March, 1901. [4

WANTED.

THREE or FOUR LADS to SELL the

"HONGKONG TELEGRAPH."

LIBERAL COMMISSION PAID.

Apply Personally at

THIS OFFICE.

Intimations.

EYE-SIGHT.

MR. N. LAZARUS,
Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL). Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

MR. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

	Per Case 1 doz.
A.—THORNE'S BLEND, White Capsule	$10.80
B.—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
C.—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark	12.00
D.—WATSON'S H.K.D., BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E.—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D. is well known for its fine flavour.

E. is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong Market.

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 22, 1901.

TELEGRAMS.

SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

THE CRISIS IN THE NORTH.

SITUATION LESS CRITICAL.

(From Our Own Correspondent.)

TIENTSIN, 21st March.
3.32 p.m.

The situation here appears to be less critical.

FRENCH ALLOWED TO ENTER CONCESSION.

The British Authorities have acceded permission to the French to enter the Concession twice a week.

AT THE RAILWAY STATION.

Affairs at the Railway Station remain unchanged since the Marines took charge of the place.

Received 6.45 p.m. 21st.
Published 10 a.m. 22nd.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

LONDON, March 20th.

Lord Salisbury in the House of Lords and Mr. Chamberlain in the House of Commons, announced that Botha had written to Lord Kitchener that he was not disposed to recommend the proffered peace terms to his Government, and added that his Government and chief officers entirely agreed with him.

THE RUSSIAN RIOTS.

The demonstrations in St. Petersburg on the workmen supporting the students. Two regiments of Cossacks and the whole of the police were engaged. Of 760 arrests made, 377 were women.

WEATHER REPORT.

The Observatory report says:—

On the 22nd at 11.30 a.m. the barometer has fallen on the China coast. Pressure is highest between the E. coast of China and W. Japan. Gradients moderate to slight. Fresh to moderate monsoon on the coast, and in the N. part of the China Sea. Forecast:—Moderate or fresh E. winds; some drizzling rain or mist.

LOCAL AND GENERAL.

THE *Globe* suggests a name for the new Transvaal Police:—The B. Peelers.

MR. Andrew Carnagie is reported to have declared that he will hereafter devote £200,000 a month to the foundations. He estimates his income at £3,000,000 yearly.

WE are pleased to note that those responsible for the condition of the roads traversed by the tramways of the Godown Company at Kowloon have taken the remarks we made to heart and that men are now at work executing repairs.

AN Australian paper states that in the recent operations in the Calvinia-district General De Lisle, with a party of Australians, beat the record for rapid marching. They covered 72 miles in 48 hours in a desolate and waterless country.

THE British Museum possesses a curious bonnet, once possessed by the late Queen, and presented by her to that institution. It is composed entirely of tortoiseshell, and though both costly and curious can hardly be said to be elegant. It was made some years ago expressly for her Majesty by the natives of the Samoan Islands, who have their own ideas on the subject of fashion.

THE State of Kansas has for long years been nominally a prohibition State, and the law has been enforced perhaps as well as such drastic laws can be. Spirits are allowed to be sold only as "medicine"; and that is how the following story came to be told. A bronzed and stalwart cowboy planted a "two-gallon demijohn" on the counter of a chemist's shop. "Fill her up," he said, "baby's sick."

THE Band of the Royal Welch Fusiliers will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 to 9.30 p.m.:—

PROGRAMME.

1.—Overture ... "Les Deux Mayots" ... Bonillion.
2.—Valse ... "Blue Bells" ... Waldteufel.
3.—Selection ... "Belle of New York" ... Kerker.
4.—Intermezzo ... "Endoria" ... Unger.
5.—Solonstuck ... "Hoppermanich" ... Ellenberg.
6.—Gallop ... "Hit and Miss" ... Herve.

EXTRA.

1.—Ballet ... "May Day" ... Sullivan.

"God save the King."

A WRITER in the London *Globe* is informed that the works of Vickers, Sons, and Maxim, at Erith, have been very greatly increased during the last year or two. They now employ over 3,600 hands, and the new shops cover an immense amount of ground. Of course this development is much to the advantage of the mechanics and other workmen living in the neighbourhood. A son of Lord John Hay has just been received as a pupil.

THE following is the programme of music to be played by the Band of the Royal Welch Fusiliers at the Officers' Mess, Murray Barracks, to-night, commencing at 7.30 p.m.:—

1.—March ... "The Roy. Welsh Fusrs." ... Arr. Adams.
2.—Overture ... "Masaniello" ... Auber.
3.—Section ... "Falka" ... Chassaigne.
4.—Valse ... "Fleurs de Printemps" ... Bonquet.
5.—Selection ... "The Messenger Boy" ... Caryll.
6.—Intermezzo ... "Under the Moon" ... Reupsch.

Extra.

1.—Ballet ... "May Day" ... Sullivan.
2.—Valse ... "Blue Bells" ... Waldteufel.
3.—Galop ... "Hit and Miss" ... Herve.

THE FRENCH MAID.

The Dallas Company scored another success last night when "The French Maid" was produced for the first time this season. The piece was exceedingly well staged; and a special word of praise must be given to the scenic artist, whose facile brush has created a charming setting for the bright little operetta. The modern musical comedy is not remarkable for the elaborateness of its plot; and the "French Maid" is no exception to the rule.

The scene is laid in Boulogne during the visit of the British Fleet. The weakness of the story is compensated for by the vigour of the action, which revolves round a charming little soubrette, for whose favour a very British waiter and an equally French gendarme are contending. The Englishman, fearing the superior prowess of his Gallic rival, calls to his aid a powerful ally, his brother, to wit, a sailor in the Royal Navy. Jack proves as irresistible as the bluejacket invariably is; and false to his trust, carries off the French Maid for himself.

The tale is further complicated by the love story of a young naval lieutenant and the jealousy of an uxorious British admiral, whose spouse's vanity is flattered by the admiration she imagines in every man she meets. Also involved in the story is a giddy young Indian prince whose devices to escape from his bear-leader, a retired general, and pursue les belles Francaises are very amusing.

The title-rôle is played by Miss May Norton who is as successful in portraying the gay French coquette as she was in depicting the loving trustfulness of Fifi in the "Belle of New York."

Miss Evelyn de Worms fairly enraptured the audience in her first song "Your Likeness still lingers in my Heart." In nothing she has yet sung has the power and marvellous flexibility of her charming voice appeared to such advantage as in this. We wish that the Dallas Company's repertoire included some more serious opera which could display her vocal talent better than the light music of these musical comedies can. So good and so well-trained a voice is seldom heard so far away from the London stage. We look forward eagerly to seeing her in the "Geisha."

Lady Hawser was capitally played by Miss Bertha Hunter; the cleverness of her acting being equalled by the excellence of her make-up. Miss Capell's dancing was as graceful as ever and pleased the audience as much as it did the Indian prince for whose sole benefit she was supposed to be performing.

Mr. Dallas, it is scarcely necessary to say, was more than good as the British sailor. Criticism is superfluous with so excellent and clever an actor. Mr. Godwin's strong and clear voice brought down the house in a patriotic song which was much superior to the usual [illegible]

Mr. Munro was very good as Monsieur Camembert. One of the best bits of comedy was the ill-used English waiter, whose dancing, also, deserves special praise. The part was played by Mr. Hermann, whose acting was second only to Mr. Dallas's. The gendarme was capitally rendered by Mr. Wilson. The retired and choleric Indian general was well portrayed by Mr. Stanley.

Owing to the indisposition of Mr. Metcalfe a slight change in the caste had to be made at the last moment, Mr. Dallas taking the part of Jack Brown instead of the waiter, and Mr. Hermann taking the latter. They are to be heartily congratulated on the manner in which they rose to the occasion.

Charlie Brown ... (an English Waiter) ... Mr. Hermann.
Admiral Sir Hercules Hawser, K.C.B. ... Mr. J. B. Ferrell.
General Sir Drummond Fife, V.C., K.H.C. ... Mr. Arthur Stanley.
Lieutenant Harry Fife, R.N. ... Mr. Harold Godwin.
The Maharjah of Punkapore ... an India Prince ... Mr. E. C. Foster.
Jack Brown ... (an English Sailor) ... Mr. Henry Dallas.
Monsieur Cammembert ... Proprietor of Hotel Anglais ... Mr. D. Munro.
Paul ... (a Gendarme) ... Mr. Geo. L. Wilson.
Alphonse ... (a French Waiter ... Mr. Montgomery.
Dorothy Travers ... Miss Evelyne deWorms.
Lady Hawser ... Miss Bertha Hunter.
Madame Cammembert ... Miss Nance Leslie.
Suzette ... (a Femme de Chambre) ... Miss May Norton.

French Chambermaids, English Sailors, Waiters, Gendarmes, by the Powerful Trained Chorus.

SYNOPSIS OF SCENERY:

Act. I.—Courtyard of the Hotel Anglais, Boulogne.
Act. II.—Gardens of Casino, Boulogne.

SANITARY BOARD.

Yesterday afternoon a meeting of the Sanitary Board was held. Dr. Bell (Acting Principal Civil Medical Officer), was voted to the chair, and there were also present Mr. W. Chatham (Acting Director of Public Works), Hon. A. W. Brewin, Mr. E. Osborne, Dr. F. Clark (Medical Officer of Health), Mr. Chan A Fook, Mr. Fung Wa Chun, and Mr. G. A. Woodcock (Secretary).

RESIGNATION OF MR. J. MACKIE.

The Secretary read a letter from the Colonial Secretary which we published yesterday, stating that Mr. J. McKie had resigned his seat on the Sanitary Board, and that arrangements would be made for the election of a successor.

The Chairman said that this matter was referred to at the previous meeting, so that all that was necessary now was to lay the latter on the table.

BATH-HOUSES FOR CHINESE COOLIES.

The Secretary read the minute from His Excellency the Governor, dated the 7th inst., relative to the provision of bath-houses for Chinese coolies. It appeared in our yesterday's issue.

The Chairman said the Board was asked to advise as to this matter of bath-houses and to select some sites. He thought there was no question whatever that it was a very good scheme indeed, and he thought the work should be done by the Government. If they waited for private enterprise in the matter it would be a long time in coming. He thought the Government might start with two baths—one east and one west. As Mr. Osborne said, one was very much required in the Wanchai district for the coal-coolies there. He suggested the appointment of a committee to select sites.

Mr. Osborne proposed the appointment of Dr. Clark and Mr. Chatham.

Mr. Fung Wa Chuen seconded, and the motion was carried.

THE ANOPHELES MOSQUITO.

The Secretary read the following report of Dr. Thomson on the presence of the larvæ of the anopheles mosquito in the neighbourhood of the cattle-depot at Kennedytown:—

"I have the honour to report that at the suggestion of the Director of Public Works I have carefully inspected the neighbourhood of the cattle depot at Kennedytown with a view to ascertaining its present condition as regards the presence of larvæ of anopheles mosquitoes, and I submit the results of my observations for His Excellency the Governor. I spent the afternoons of Friday, 1st instant, and Tuesday, the 5th instant, at Kenndytown, making my second visit partly to complete notes made on the previous occasion and partly to investigate the result of the severe cold of the preceeding two days. I enclose a plan of the district to illustrate my report.

(2.) Considering first the stream marked "A" on the plan—the complete removal of all brushwood from the lower part of it and the filling up of many side pools, are an undoubted improvement to the district. But I found the whole stream in its more stagnant parts literally swarming with larvae of anopheles, which were not confined to any particular hollows. Immediately above the plank bridge beside the old mortuary is a deep pool, round the edges of which I was able in the presence of Inspector Watson to scoop up larvæ and pupæ at nearly every dip of the spoon. And a similar condition existed all along the ravine. Moreover, over the position of some of the old side pools, now filled up, a greenish ooze of water-weed has formed above the lime and cement with which they have been filled, owing to a trickle of water over them, and in this ooze I found the larvae abundant.

3. There are two branches of this stream which join in near the old Tung Wa Mortuary. That marked "B" is also infested with larvæ everywhere but that marked "C" is quite free from them, owing to its being rendered foul by soap and soda used by washermen along its banks and so made unfit for the breeding of anopheles.

4. Turning my attention to the Valley on the East side of the spur occupied by the new Police Station, I found the nullah marked "D" at the date of my visit almost dry and such pools as exist in a foul condition, owing to the presence of workmen quarrying or breaking up rocks higher up and consequently free from larvæ, while that marked "E" is similarly free from anopheles owing to the use of it by washermen, though I found larvae in springs by the side of the stream.

5. I further continued my enquiry to the west side to which I first referred. At "F" there is a nullah partly trained and in this trained nullah close above the slaughter-houses I found a green ooze similar to that above-mentioned coating the surface of the stone floor of the watercourse at certain points where water was trickling from the sides, and swarming with the larvae of anopheles.

6. At "G" to the south-west of the now disused silk-works there is a marshy piece of ground used as a cress-garden and here too I found the larvæ abundant.

7. At "H" close behind the site of the proposed Tung Wah Hospital Infectious Diseases Branch there is elevated marshy ground similarly harbouring larvae in abundance.

8. Having given the foregoing facts very careful consideration, the following seems to be their practical bearing:—

(1) The valley drained by the two streams marked "D" and "E" does not demand early attention, but inasmuch as there is already in it a considerable Chinese population and as the Chinese city will probably tend to spread still more into this valley, the nullahs should eventually be trained when nullahs near the centre of the city have been dealt with.

(2.) The neighbourhood of the proposed Chinese Infectious Diseases Hospital marked "G" & "H" will need [illegible] drainage [illegible] channel for a stream flowing past the site should be made with some system of subsoil drainage for the marshy ground as a whole, to remedy the present damp condition of a large part of the surface. In connection with the further cutting of a sloping bank behind the new Hospital, which I understand is to be made, a deep damp hollow between the new site and the Government Infectious Diseases Hospital should be filled in, until proper provision is made for the stream passing through it, in the interest of both hospitals.

(3) Not much more of a temporary character can be done for the improvement of the nullahs to the south-east of the cattle-depot, marked "A" and "B," and I do not think that the needs of the locality at present justify the very expensive measures that would be required to adequately drain the nullahs. Much of the bed of the main stream, and its branches is solid irregular rock, and even after this is levelled out, means would be required in this district to be adopted to prevent the existence of the green water-weed to which I have above referred. The presence of anopheles is no source of injury to the cattle, sheep and pig depot, since their inmates are only there for short periods previous to being slaughtered, nor to the rope-works whose employes are probably entirely, or chiefly, there during the day only, so that meanwhile the only inhabited house requiring consideration is that of a caretaker of the cattle-depot. Should further building be projected, this whole subject would require consideration, but in the meantime it seems to me that the inmates of the caretaker's house might be efficiently protected by a combination of the following inexpensive measures.

(a) The use of kerosene in the pools.

In the vicinity of the house I recommend the weekly application of it to all pools in which Inspector Watson, who is able to recognise the larvæ of anopheles, finds any larvæ all through the next few months, to reduce their numbers as much as possible before the seasons come around again when breeding goes on more rapidly. This should be done in the stream "A" from the cattle-depot to the well known spot above the junction with the stream "B" and should include the lower part of the latter. The total amount of the kerosene required would not be great, as only the pools and places where green ooze exists would need to be done. About one teaspoonful of kerosene to the square yard of the water service is sufficient, an amount that will not injure the water for drinking purposes at the cattle-depot.

(b) The protection of doors, windows, and verandahs of the houses by wire-gauze, a measure that in the hands of various Italian malariologists, especially Celli, has proved entirely satisfactory in some of the worst malarious parts of the Italian railway lines. I shall be glad to point out to the Director of Public Works what I think might be done in this respect and I would suggest that the Government shall get out from England a quantity of iron wire-gauze with a mesh not exceeding one-twentieth of an inch in diameter for use not only at the houses in question, but for other isolated houses occupied by police and others in malarious localities where more radical measures for dealing with anopheles may not be justified by existing means. If ordered now it could be to hand before the next malaria season.

(a) Medicinal prophylaxis. For this particular family I would recommend the use of enquinine which is more easily given to children, less severe in its general effects, and quite as effective as quinine itself in its anti-malarial action.

9. The site of the new police station will probably prove healthy without any special protective measures, on account of its high location, and its free exposure to wind all round. Should experience prove otherwise, similar prophylactic methods to those just described can be employed.

10. After the severe cold at the beginning of the present week, the larvæ were much less abundant where I had previously found them swarming, but were still to be found in considerable numbers. I fortunately had some under observation in a glass jar in my verandah, when the temperature fell so suddenly. They became sluggish and torpid, and most of them I believed dead, but to-day in the sun's rays they have become quite lively again. It is probable therefore that the diminution of larvæ in the streams at the present time is more apparent than real, since they are most easily recognised in ordinary circumstances by their very characteristic movements when disturbed.

11. In conclusion I take this opportunity of urging active efforts for the destruction of the larvæ of mosquitoes, not only in Kenneytown, but all over the Colony, at the present season when new generations are not being developed or at least only comparatively slowly, and when therefore such efforts will be much more effective than during the actual fever season.

Dr. Hartigan minuted:—"I should like to add that some three months ago, and again lately, certain curative measures were adopted at Quarry Bay and also at the Metropole Hotel. Yesterday I inspected these pools and found them quite free from anopheles larvæ with the exception of two small pools, one of which I had overlooked, while the other lying out of the stream had not been affected by the petroleum poured in higher up. This shows how slight carelessness or inattention may nullify what would otherwise be a successful experiment. The Director of Public Works is mistaken in supposing the anopheles have since spread over large pools formerly free of them. They always existed in these places. Dr. Thomson's report only emphasises the necessity of skilled supervision and continuous action in dealing with anopheles pools.

"Celli, the Italian malaria authority, has pointed out the facts noticed by Dr. Thomson, viz., 'The breeding in green ooze and in the bottom of narrow canals and trained nullahs when almost dry,' and has pointed out how these conditions can be most successfully overcome. We are only at the beginning of our knowledge as regards the prophylaxis of malaria, and it is, to say the least, disappinting to find the president of the Sanitary Board stating *ex cathedra* 'that this method of combatting the mosquitoes is hopeless,' when the experiment has been but half carried out, is only in existence a month, and when no attempt has been made either in the first place to free the nullah from larvæ, or to prevent their reproduction pending the complete 'wash out' of the nullah during the rainy season, and this too, notwithstanding Dr. Thomson's strong recommendation urging active efforts for the destruction of the larvæ of mosquitoes all over the Colony—when therefore such efforts will be much more effective than during the actual fever season.

Mr. Osborne said—In connection with this report I think it is due to the committee who reported upon the proposed site of the Tung Wah Infectious Diseases Hospital and especially Dr. Hartigan, to point out that Dr. Thomson fully corroborates the Committee's statements concerning the unhealthy surroundings of the site, and effectually disposes of the denial of these statements made by yourself [illegible] Director of Public Works. Dr. Th[illegible]:—"To the S.W. of new disused [illegible] there is a marshy piece of ground [illegible] as a cress-garden, and here too I found the larvae abundant. (b) Close behind the site of the proposed Tung Wah Hospital Infectious Disease branch there [illegible] proposed Chinese Infectious Diseases Hospital will need to be thoroughly drained before that building is occupied or it will certainly prove unhealthy." It is true that the denial of Mr. Ormsby and myself arose partly from a misunderstanding as to the precise spot Dr. Hartigan referred to, but in reading between the lines of your Report to Government it is difficult to avoid the suspicion that advantage was taken of this loophole to quibble over and discredit Dr. Hartigan's statements, and it is the accumulation of such incidents that has deprived the Colony of his valuable services on this Board. I beg to propose that Government be asked to give effect to Dr. Thomson's recommendations, and especially those referring to the Infectious Diseases Hospital.

The Chairman said that in connection with this matter, he would like to point out that the recommendations were being carried out. He supposed the matter would be reported to the Sanitary Board in due course. The Government were taking steps in the matter. A special man had been told off from the Public Works Department. He must take exception to Mr. Osborne's remarks about the report on the site. He (Dr. Bell) thought, and would think till his dying day, that the description of the site by Dr. Hartigan was wrong. With regard to the charge of quibbling, that also he denied. Their works were recorded, and if he said a site was healthy and it was proved to be unhealthy, there was nothing to prevent the clerk at the Colonial Office turning it up, and that made him very careful. Some defects he contended were found out and mentioned, and he instanced the water-cress bed. He refrained from making any remarks at last meeting, when Dr. Hartigan made his speech, because there was an element of warmth in the whole matter, and if he had spoken he might have regretted it afterwards. In conclusion, Dr. Bell said he still held that the Infectious Hospital, when finished with big walls, etc., would be as healthy as the Kennedytown Infectious Hospital was at present.

Mr. Fung Wa Chuen—Do you second Mr. Osborne's motion?

The Chairman—No; I simply said the work is being done.

Mr. Fung Wa Chuen said he would second. Dr. Thomson's report was practically the same in substance as the report of the sub-committee.

The motion was carried.

ROAD SCAVENGING AT KOWLOON.

The Secretary read a letter from the Colonial Secretary enclosing the following report of the Deputy Superintendent of Police (Mr. F. J. Badeley), on the scavenging of the roads in Kowloon:—

"During the past three weeks I have been frequently at various hours of the day over all the roads and streets at Yaumati, Tsimshatsui, and Hunghom, and once to Taikokisui and Fuk Tsun Heung. The sidewalks in all the main streets are always very fairly clean and remarkably free from obstruction. Once only in the sidewalk of Reclamation Street, Yaumati, have I seen some *fokis* taking a meal at a small table in the sidewalk; and that was at a time when there was practically no traffic there, and once I saw a basket of orange peel put out to dry. Itinerant cobblers, tinkers, and seamstresses squat here and there on the sidewalks, and occasionally one sees a shopman sitting on a stool a few inches outside his door, but the obstructions are not such as to prevent the scavenging contractor doing his work or to materially inconvenience passengers. Firewood, tubs, &c., are sometimes to be seen temporarily on the sidewalks, but in every case I saw they were on the extreme outer edge between the verandah pillars where no one walks. The above remarks apply only to the main streets. The case of some of the short cross streets is different. Some of these, particularly Second Street and Hi Hung Lane, Yaumati, have their sidewalks (if such they can be called, where no one ever does or would walk) monopolised by hawkers, but the streets are not obstructed and there is not much traffic in them. In the main streets hawkers do not squat on the sidewalks but over the side channels and into the streets. As regards the state of these channels I found them generally clean in Yaumati, not so good in Hunghom, bad in Taikoktsui, and worse in Fuk Tsun Heung. A good deal of rubbish accumulates inevitably round the hawkers' stalls, but the hawkers sweep it up at intervals (I have seen them doing it), and I have generally noticed that the side channels near the hawkers' stalls were cleaner than elsewhere, rather than dirtier. Parts of some streets are obstructed by building materials and debris, but only where building operations are in progress. I don't know where Major Brown's 'handy latrines' are, and I did not see any such places on the sidewalk."

Dr. Hartigan minuted:—"I entirely agree with Major Brown's and Inspector Brett's description of obstruction on sidewalks. As to obstruction of drains, ten days ago I saw the Hunghom sewer being emptied with a scoop of dried black stinking sewage."

The report was laid on the table.

THE HEIGHT OF BUILDINGS.

The following minutes by Dr. Clark, concerning the question of the height of buildings in relation to the width of the streets on which they front, was read:—

"In reply to His Excellency's minutes I regret to say that the mortality returns for the separate health districts of the city afford no reliable information for the purposes of comparison, owing to the fact that no less than 35 per cent. of the total deaths occurring in the Colony (1,527 out of 5,371 in 1900) are returned from the French and Italian Convents, and I have no means of allocating these deaths at the districts to which they belong. I have, however, gone into the statistics of sickness at the Tung Wah Hospital during the half-year ending December last and I attach an alphabetical list of the numbers of cases in each street, the number of houses in such streets, and the percentage of cases and houses. Where the percentage was not less that twenty, I have added notes as to the width of such streets and the number of stories to the houses therein, and from this return it will be seen that the high percentages of sickness to number of houses are very largely confined to narrow streets with lofty buildings on both sides, and that even in the wider streets, such as Ladder Street, McGregor Street, New Street, Shing Wong Street, Taipingshan Street, West Street, and Hing Hing Street, the houses considerably exceed the limit recommended by the Board, which in itself exceeds by fifty per cent. the limit allowed in most of the great cities of England.

As it is impossible to give the exact height of the houses in these streets it may be taken that two-storey buildings will not be less than 30 feet high, three-storey buildings will not be less than 40 feet high, four-storey buildings will not be less than 50 feet high, and in many cases they will probably exceed these measurements."

Dr. Hartigan minuted:—"Morbidity statistics that have obtained in other large cities should be a sufficient guide to sanitary action at Hongkong."

THE PROPOSED CATTLE CREMATORIUM.

Correspondence relative to the erection of a Cattle Crematorium at Kennedytown was laid upon the table. It was stated that the Public Works Committee [illegible]

England. The Finance Committee had recommended, and the Legislative Council had approved of, the expenditure.

VICTORIA HOSPITAL.

The plans for the Victoria Hospital for women and children were laid on the table, and after inspection they were approved, and the Secretary was directed to return them to the Government.

VILLAGE LIMEWASHING.

The Secretary laid the limewashing return for the past fortnight upon the table.

Mr. Osborne said he did not think he could allow that opportunity to pass without commenting upon the unfortunate result in the Legislative Council of their recommendations to the Government in connection with the limewashing and cleansing of the outlying villages. In reading the discussion which had taken place in the Council he was surprised to see that very old argument brought forward by one of the unofficial members of the Council that he did not know it had been proved that limewashing was a good preventative against plague. He thought they had fully thrashed out that matter, and had sufficiently educated the public to their way of reasoning, so far as they would understand that the limewashing itself was not carried out with any idea whatever of preventing plague, but with the sole aim and object of enforcing cleanliness. Without limewashing it was impossible for the inspectors to know which houses had been cleansed and which had not, and until they saw some white mark they were not assured that the law had been complied with. That was one of the unfortunate circumstances which illustrated how powerless the Board was to do anything effective of its own accord. They were confronted at the present moment with two very fatal epidemics—small-pox and plague—and in their best endeavours to present the spread of the diseases they had suggested taking preventative measures beforehand. Among these measures there was one which was recommended by the Medical Officer of Health, and that was the limewashing of the native villages. In a small detail of that sort if there was any one in the Colony capable of giving an opinion, it was that of the Medical Officer of Health. If he said limewashing was necessary, that should be sufficient to have it done. He thought it was most discouraging to the Board after all the difficulties and troubles they had had to contend with, to find the Legislative Council unanimously rejecting their recommendations on that point.

No further comment was made on the subject, and the matter dropped.

THE R. A. SPORTS.

Yesterday concluded the annual sports held by the Royal Artillery and very successful they were. All nationalities were represented on the ground of the Hongkong Football Club, at the Happy Valley, and the sports were both instructive and amusing.

By kind permission of Lieut.-Col. the Hon. R. H. Bertie, the band of the R.W.F. played during yesterday afternoon.

Everything went off in splendid style from start to finish and Capt. Waymouth and his committee must be congratulated upon the success of their work.

The following is the prize list:—

1.—Half-Mile Flat Race (open to H. K. S. B. R. A. only).—Gun. Thaker Mal; 2, Gun. Mir Mahommed; 3, Gun. Sunder Singh. Time, 2 min. 27 secs.

2.—Half-Mile Flat Race (Handicap).—1, M. Gun. Chisholm; 2, Gun. Reed; 3, Gun. Stedman. Time, 2 min. 27 secs.

3.—High Jump.—1, Cor. Phillips and Gun. Curran (dead-heat); 3, Gun. Snelgrove. Height, 4 ft. 7½ in.

4.—Long Jump.—1, Cor. Griffiths; 2 Ser. Ruth; 3, Gun. Dowling. Length, 16ft. 1 in.

5.—Throwing Cricket Ball.—1, Bom. Norris; 2, Gun. Hogben; 3, Gun. Smith. Length, 96 yds. 1 ft. 11 in.

6.—Putting the Weight.—1, Ser. Ruth; 2, Bom. McMurray; 3, Cor. Griffiths. Length, 33ft. 11in.

7.—Trumpeters' Race (120 yards).—1, Tpr. Gostling; 2, Tpr. Leech; 3, Tpr. Cowley. Time, 15 secs.

8—Putting the Weight (H.K.S.B.R.A.),—1, Gun. Maddhat Khan; 2, Gun. Pirzah; 3, Gholan Mahommed, Length, 34ft 3½in.

9—Three Legged Race.—1, Ser. Ruth and Bom. Robinson; 2, Gun. Kerr and Gun. Mercado; 3, Cor. Griffiths and Gun. Woods.

10—Boys' and Girls' Race.—1, Tommy Philpin; 2, Carrie Philpin; 3, Lizzie Philpin.

11—Wheel Race.—1, Gun. Smith; 2, Gun. Moxon; 3, Bom. Woods. Time, 30 secs.

12—Tug of War (H.K.S.B.R.A.)—2nd Company won. Time, 8min. 5secs.

13—100 Yards Flat Race.—1, Cor. Griffiths; 2, Bom. Robinson; 3, Bom. Reed. Time, 11 2/5 secs.

14—Tilting the Bucket.—Winner to be decided in Barracks.

15—Veterans' Race (200 yards).—1, M. Gun. Buckland; 2, M. Gun. Chisholm; 3, C. S. M. Bliss. Time, 24 secs.

16—Obstacle Race.—1, Gun. Watts; 2, Bom. Johnson; 3, Gun. Byrne; 4, Gun. Woods; 5, Bom. Clarke. Time, 6 min. 3 secs.

17—Quarter-Mile Flat Race.—1, Cor. Griffiths; 2, Bom. Reed; 3, Bom. Robinson. Time, 62 2/5 secs.

18—Officer's Race (120 yards).—Capt. Langhorne; 2, Capt. Dykes. Time, 14 secs.

19—Hurdle Race.—1, Gun. Snelgrove; 2, Cor. Griffiths; 3, Bom. Johnson and Gun. Woods (dead heat). Time, 20 secs.

20—Tug of War (open).—Royal Artillery versus H.M.S. *Centurion* (Stokers' team)—R.A. won first two pulls. 5 Hyderabad versus 22nd Bombay Infantry—22nd B. I. won.

21—Costume Race in Rickshas.—1, Gun. Walker and Gun. Byrne; 2, Serg. Ruth and Tpr. Price. Best costume—1, Ser. Ruth and Tpr. Price; 2, Ser. Walton and Tpr. Cowley.

22—Band Race (quarter mile).—1, Andrews; 2, Enoch; 3 Gregory. Time, 62 secs.

23—One-mile Flat Race.—1, M. Gun. Chisholm; 2, Gun. Harrington; 3, Bom. Curran. Time, 5 mins. 45 secs.

24—Balaclava Melee.—1, 25th Co. S.D.R.A. team; 2, 25th Co. E.D.R.A.

25—Sergeants' Race (120 yards)—1, M. Gun. Chisholm; 2, Ser. Robinson; 3, C.Q.M.S. Dall. Time, 14 secs.

26—Sack Race.—Postponed.

27—Half Mile (Open).—1, Andrew; 2, O'Brien; 3, M. Gun. Chisholm. Time, 2 mins. 26 secs.

28—Team Race (six miles).—1, 25th Co. S.D.R.A. Time, 28 mins. 41 secs.

29—Tug-of-War (British Companies, R.G.A.).—25th Co. E.D.R.A. Time, 6 mins. 13 secs.

30—Potato Race.—1, Gun. Mercado; 2, Bom. Robinson; 3, Gun. Pollett.

31—Half-Mile Flat Race (Siege Train)—1, Nicol; 2, Blair; 3, O'Brien. Time, 2 mins. 46 secs.

32.—Consolation Race (half mile).—1, Gun. Chapman. 2, Gun. Wood (P.); 3, Gun. Panter; 4, Gun. Wilkins. Time, 2 min. 37 secs.

Best Clowns.—1, Gun. Walker; 2 Gun. Byrne.

Winning Company (Challenge Cup).—1, 25th Co., S.D.R.A., 72 points; 2, 25th Co., E.D.R.A., 47 points; 3, 38th Co S.D.R.A., 30 points.

At the conclusion of the sports, Mrs. St. John, wife of Major St. John, R.A., presented the prizes to the successful competitors, and a very successful day's sport was brought to a

COLLISION IN THE HARBOUR.

THE "HANGCHOW" BADLY DAMAGED.

Shortly after five o'clock yesterday afternoon a collision occurred in the harbour between the Glen Line steamer *Glengyle* and the China Navigation Co.'s steamer *Hangchow*. The *Glengyle* was proceeding to the Kowloon wharves from the quarantine anchorage and the *Hangchow* was coming from the direction of Lyeemun Pass when the collision occurred. The *Hangchow* was struck on the starboard bow, apparently, and was cut down from the rail almost to her keel, the rent being V shaped and about ten feet wide at the top, extending to the waterline and continuing below as a deep, ragged dent. Her forward collision bulkhead must have been well constructed to have stood the shock, for despite the big rent in her bows it was not found necessary to beach her. The *Glengyle* sustained surprisingly little damage, a comparatively small hole being knocked in her port bow, but several thousands of dollars will have to be expended on repairs to the other vessel. The *Hangchow* was discharging her forward cargo this morning and as her bows rose higher and higher out of the water a very good idea could be obtained of the extent of the damage. Particulars of the cause of the collision are not available at present pending the Marine Court of Enquiry.

AT THE MAGISTRACY.

STEALING.

Ho Kai Chung, coolie, was charged before Mr. Hazeland this morning with feloniously stealing two steel spindles, value $10, the property of the Hongkong Cotton Mills Company, yesterday.

He denied having committed the theft, but he was convicted on evidence and sentenced to three weeks' hard labour.

* * *

IMPRISONED AS ROGUES.

Before Mr. Kemp this morning, Ip Tak and Leung Fuk, hawkers, Wong Chin and Leung Seung, coolies, were charged with being rogues and vagabonds for that they did wander abroad and lodge in the open air having no visible means of subsistence and no fixed place of abode, and being unable to give an account of themselves this morning.

The defendants pleaded guilty and His Worship sentenced each to six weeks' hard labour.

Previous convictions were proved against each of the defendants.

* * *

OPIUM.

Lam Hung, tailor, was charged before Mr. Hazeland this morning with unlawfully being in possession of seven taels of prepared opium, without a valid certificate from the Opium Farmer, yesterday.

The defendant pleaded not guilty.

A party of excise officers went to his house and found him sitting on the bed. The opium was found in his possession.

His Worship inflicted a fine of $200 or in default of payment, two months' hard labour.

He went to gaol.

* * *

MONEY SNATCHING.

Before Mr. Kemp this morning Li Lui, a private ricksha coolie, was charged with stealing $25 from a shopkeeper of Gough St.

The complainant stated that he yesterday went to a money changer's to get some change. He was holding two ten dollar notes and one five dollar note across the counter when the defendant came up and, snatching the money, made off with it. He gave chase and the thief was stopped by a district watchman. The money was not recovered.

The defendant made the following statement:—I was running along and was stopped by complainant. He searched but found no money. He said anyway I was the man and he would arrest me.

His Worship sentenced the defendant to six weeks' imprisonment with hard labour.

* * *

THE BURGLARY IN QUEEN'S ROAD.

The three Chinamen who were arrested yesterday morning whilst pawning part of the property stolen from Messrs. E. Droz and Company's premises, 10, Queen's Road Central, yesterday, were this morning charged before Mr. Hazeland with burglary. The police were very fortunate in recovering the whole of the stolen jewellery.

His Lordship remanded the case to Monday next.

* * *

DODGING THE POLICE.

This afternoon Lok Yuen, 47, Queen's Road Central, was summonsed by Sergeant McSwayed for selling liquor within prohibited hours.

It seems that the practice has lately been common of sailors going to this shop and drinking till early in the morning, but because a plate supposed to contain "chow" was placed before each man, the old Ordinance became useless. Sergeant McSwayed, however, looked into the matter and found a later Ordinance and it was under this that he took out the summons. The Ordinance said it was unlawful for intoxicating liquors to be drunk within certain prohibited hours and the defendant in this case was fined $100.

This is the first conviction in a case of this description.

THE PLAGUE.

Number of cases reported up till noon of the 21st March, 1901	Chinese	58
	Other Asiatics	1
	Europeans	0
Number of cases reported during the past 24 hours	Chinese	1
	Other Asiatics	0
	Europeans	0
Total number of cases reported to date		60
Number of deaths reported up till noon of the 21st March, 1901	Chinese	58
	Other Asiatics	0
	Europeans	0
Number of deaths reported during the past 24 hours	Chinese	1
	Other Asiatics	0
	Europeans	0
Total number of deaths recorded to date		59

SMALL-POX.

Number of cases reported up till noon of the 20th March, 1901	Chinese	22
	Other Asiatics	4
	Europeans	9
Number of cases reported during the past 24 hours	Chinese	1
	Other Asiatics	0
	Europeans	0
Total number of cases reported to date		36
Number of deaths reported up till noon of the 20th March, 1901	Chinese	16
	Other Asiatics	1
	Europeans	2
Number of deaths reported during the past 24 hours	Chinese	1
	Other Asiatics	0
	Europeans	0

THE HONGKONG HOTEL COMPANY, LIMITED.

The following is the report of the Board of Directors to be presented at the ordinary meeting of shareholders, to be held at the Company's Hotel, at noon, on Tuesday, the 26th March, 1901:—

To the Shareholders of the Hongkong Hotel Company, Limited.

Gentlemen,—In accordance with Section 56 of the Articles of Association, the Directors have now to submit to the Shareholders their Half-yearly Report for the six months ended the 31st December, 1900.

ACCOUNTS.

The Profit on Working Account amounted for the six months to $75,148,53, as compared with $77,183,11 for the corresponding period of 1899, being a decrease of $2,034.58.

The Profit and Loss Account, including a credit balance of $1,794.71, brought forward from 30th June, 1900, shows a credit balance of $83,698.29.

The Directors propose to deal with this sum as follows:—

To pay a final Dividend of 10 per cent for the half-year, absorbing	$60,000.00
To place to the Reserve Fund	15,000.00
To set aside against Repairs and Renewals	5,000.00
To write off from value of Furniture and Fixtures	3,000.00
To carry forward to New Account	698.29
	$83 698.29

It should be noted and remembered by Shareholders that very nearly 2 per cent. of the dividend now proposed is provided by profit on the sale of a portion of the Praya Reclamation; something quite exceptional and quite apart from the Hotel Company's ordinary business. A reference to the Profit and Loss Account will show the profit from this source to be $11,880.75.

The land sold was a triangular piece measuring 651 square feet and situated between Chater Road and Des Voeux Road.

BUSINESS.

The Company's business during the current half-year has, so far, been good.

DIRECTORS.

Mr. E. Osborne retires by rotation, but offers himself for re-election.

AUDIT.

The accounts have audited by Messrs. W. H. Potts and W. H. Gaskell, who are recommended for re-election.

W. PARFITT,
Chairman.

Hongkong, 18th March, 1901.

BALANCE SHEET, 31ST DECEMBER, 1900.

Liabilities.

Capital—		
12,000 Shares at $50 each (Fully paid up)		$600,000.00
1,000 mortgage debentures, authorised issued at $500 each	$500,000.00	
Less 550 ditto not issued	275,000.00	
		225,000.00
Account payable		16,026.54
Unclaimed dividends		2,415.50
Balance at credit of repairs and renewals account		2,769.20
Reserve fund		58,000.00
Profit and loss account		83,698.29
		$998,309.53

Assets.

Value of Land and Buildings as per last report:—Marine Lot No. 5 and Remaining Portion of Marine Lot No. 3	$372,043.60	
Remaining Portion of Marine Lot No. 7	363,108.20	
Praya reclamation $22,431.02 Less sale of a portion, being 651 square feet at book value of $1.75 per square foot 1,139.25	21,291.77	
		$761,445.57
Value of furniture and fixtures as per last report	$150,273.52	
Less written off, as recommended in last report	20,000.00	
	$140,273.52	
Less value of stock transferred to linen, crockery and glassware, &c., account—1st July, 1900	36,969.13	
	$103,304.39	
Since added to furniture and fixtures account	2,992.20	
		106,296.59
Stock of linen, crockery and glassware, &c.		39,530.48
Stock of wines, provisions, household sundries, coal and stationery		38,408.62
Shares in public companies		7,033.81
Licenses attaching to 1901		930.00
Accounts receivable		19,931.59
Steam launch		13,100.00
Hongkong and Shanghai Banking Corporation		8,922.06
Hongkong and Shanghai Banking Corporation, No. 2 account		2,453.00
Cash in Hand		259.81
		$998,309.53

PROFIT AND LOSS ACCOUNT.

FOR THE SIX MONTHS ENDING 31ST DECEMBER, 1900.

Dr.

To Bad Debts and Refunds		$437.74
To Rates		2,837.38
To Half-year's Interest on Debentures ($225,000 at 3 per cent.		6,750.00
To Interest Account		104.70
To Directors' and Auditors' Fees		3,200.00
To Fire Insurance		1,550.78
To Crown Rent		481.68
To Balance, to be appropriated as follows:—		
To pay a Dividend of 10 per cent.	$60,000.00	
To set aside against Repairs and Renewals	5,000.00	
To Write off Furniture & Fixtures	3,000.00	
To Place to Reserve Fund	15,000.00	
To Carry forward to New Account	698.29	
		83,698.29
		$99,055.57

Cr.

By Balance from 30th June, 1900	$94,794.71	
Less Dividend at 10 %	$60,000.00	
Less Transfer to Reserve Fund	13,000.00	
Less Written off Furniture and Fixtures	10,000.00	
Less Set aside Repairs and Renewals	10,000.00	
	93,000.00	
		$1,794.71
By Rents of Shops & Offices, New Building	2,970.00	
By Rents of Shops & Offices, Old Building	6,156.00	
		9,126.00
By Dividend on Shares		380.00
By Scrip and Transfer Fees		28.00
By Bad Debts recovered		607.58
By Profit on the Sale of a Portion of Praya Reclamation		11,880.75
By Profit on Hotel Working Account for Six Months ending 31st December, 1900		75,148.53
		$99,055.57

REPAIRS AND RENEWALS ACCOUNT.

Dr.

To Payment on Account of repairs and renewals during the half-year ending 31st December, 1900	$7,730.80
To Balance	2,269.20
	$10,000.00

Cr.

By Profit and Loss	$10,000.00
	$10,000.00

C. MOONEY,
Secretary.

We have compared the above statements with the books and securities of the Company, and have found the same to be in accordance therewith.

W. HUTTON POTTS, W. H. GASKELL, } Auditors.

Hongkong 14th March, 1901.

QUARANTINE.

Messrs. Lampke & Rogge courteously inform us that they are in receipt of a telegram from Messrs. Wm. G. Hale & Co., of Saigon, to the effect that quarantine restrictions against arrivals

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

ROWDYISM ON THE FERRY LAUNCHES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR MR. EDITOR,—With reference to your leading article of yesterday, bearing on the subject of drunkenness in the "Star Ferry Co.'s" boats, I would like to be allowed to make a few remarks and also offer a suggestion in the columns of your paper.

In the first place a bluejacket comes out here to Hongkong, not to gratify any particular whim of his own, but, because it is his duty to go where sent, leaving home ties and comforts, to protect the interest of British traders and residents abroad, none of whom will ever do him any good. It is very seldom that he is able to go on shore or even to get a drink, the natural consequence is that it takes but very little liquor to upset him, he in then termed by such people as your informant "a beast." Yet a civilian can drink like a fish, day after day, year in, year out, but *he* is not a beast. Of course you will at once say that you know all this, but then if you *do* know this why not make some allowance for our sailors?

Again your correspondent goes on to say that "we are sorry to say that we have seen civilians behaving in much the same way" I like the term 'sorry' although I do not quite know whether it is written in sincerity or sarcasm, but it certainly reads as thought it is one of the unwritten laws of nature for bluejackets to be drunk, hence it is *not* necessary to express any sorrow for them, they belong to a lower order altogether, sorrow is confined to civilians only. This I suppose is one of the new laws of etiquette and politeness (at least as taught in the crown colonies).

During the late Crisis in China the members of the different legations were only too pleased to be able to rub shoulders with Jack and Tommy, no matter what condition he was in then, he was not called either indecent or a beast, and for why? Because the members of the legations were then placed on the same footing as our sailors and soldiers, enduring the same hardships and rough treatment, which is the common lot of our sailors and soldiers from day to day, thus when a civilien (to use a slang term) finds *himself* in the same boat, he does not consider himself or his confreres, beasts, but I suppose your correspondent belongs to a class of people, happily rather scarce, who would.

Now Service men after all are British, and have just as much objection to mixing with Asiatics and others, as people ashore have, why not then raise the price of the fare for these civilians who object to travelling with service people, to 20 cents, and have 3 classes, namely:—

1st class—20 cents for the Hongkong aristocracy (so called).

2nd class—For all Europeans not coming under the first heading.

3rd class—For all Asiatics.

Thus the Ferry Co. would lose nothing by the change and people of your correspondent's type, should be only too pleased to pay a little extra for the comparative seclusion thus afforded.

Trusting that you will be able to find room for this, and thanking you in anticipation.

I have the honour to be, Sir,
Your obedient servant,
A BRITISH BLUEJACKET.

Hongkong, March 22nd, 1901.

[A British Bluejacket evidently has not read the leading article to which he refers. If he will take the trouble to do so he will see that *drunken men only* are referred to. Surely he must see that persons under the influence of liquor are at no time desirable companions on the ferry. If he doesn't we are sorry for his taste. The *Hongkong Telegraph* always has, and always will, support Jack and Tommy so long as they behave themselves, but when they make such disgusting exhibitions of themselves as described in last night's issue they must expect to be called to account. We repeat that we are sorry to see civilians drunk on the launches; we are sorry to see any man making a beast and an idiot of himself, be he soldier, sailor or civilian. We are also sorry for A British Bluejacket if he fails to see anything disgusting in the scenes which occur almost nightly on the ferry boats. Perhaps he has never travelled by a late boat and, if so, he had better do so to assure himself that we have, by no means drawn too mild a picture. Let him read the last line of the article in question. That exactly expresses our views and those of the Kowloon folk we have spoken to on the subject.
—Ed., *H.K.T.*]

SHOOTING.

H. K. V. "D" INFANTRY CO.,

This company, held the final shoot in the competition for a cup presented by the Hon. J. J. Keswick, on the range at Kowloon last Sunday, owing to the unsettled weather the attendance was small but some good scores were made.

	200 yds.	500 yds.	600 yds.	H'cap.	Total.
*Corpl. Ritchie	30	30	32	11	103
Pte. Horley	31	20	29	10	99
" Andrew	28	32	26	10	96
" Watson	30	31	33	—	94
Capt. Forbes	24	30	24	15	93

The conditions of the competition were as follows:—Six shoots at the 3 ranges, the 1st, 2nd, 3rd and 4th scores in each shoot to count 5, 4, 3, and 2 points respectively. Private A. Mackenzie wins the cup with 19 points, Private Horley 18, Privates Watson and Andrew 17 points Each.

* Winner of Spoon.

NOTANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1893.

Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	1.76

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.14	30.02
Temperature	67	67
Humidity	85	88
Rainfall	—	—

TO-DAY.

Friday, 22nd March, 1901.

Chinese—*3rd of 2nd moon of 27th year of Kwang-su.*

Sun—*Rises* ... *6hr. 4min.*
Sets ... *6hr. 11min.*
High water—*Morning* ... *9hr. 57min.*
Afternoon ... *10hr. 40min.*
Low water—*Morning* ... [illegible]

ANNIVERSARIES.

1797—Emperor William I., of Germany born.
1839—The surrender of Mr. Dent demanded by Commissioner Lin.
1841—The Canton batteries and 100 war junks destroyed by the British.
1850—The Orange Sovereignty separated from Cape Colony.
1879—Church of the Sacred Heart, Hongkong, opened.
1881—The Boers agreed to accept self-government under the suzerainty of Great Britain.
1885—Death at Peking, of Sir Harry Parkes, H.B.M.'s Minister to China.
1897—Seoul-Chemulpo Railway commenced.
1898—French obtained permission to extend concession at Shanghai.
1899—Three Germans attacked at I Choufu Shantung Province.

TO-MORROW.

Saturday, 23rd March, 1901.

Chinese—*4th of 2nd moon of 27th year of Kwang-su.*

Sun—*Rises* ... *6hr. 3min.*
Sets ... *6hr. 11min.*
High water—*Morning* ... *10hr. 36min.*
Afternoon ... *11hr. 14min.*
Low water—*Morning* ... *4hr. 14min.*
Afternoon ... *4hr. 58min.*

ANNIVERSARIES.

1839—Captain Elliot forced his way to Canton.
1897—Collapse of a building in East Street, Hongkong, 1 man killed, 5 injured.
1898—Sharp skirmish between British and Devishes near Atbara.
1898—Death of Colonel Elsdale at San Francisco.

AGENDA.

TO-DAY.

9 p.m.—The Dallas Company at the Theatre Royal.
Cargo ex *Chusan* subject to rent.

TO-MORROW.

Noon—D. & Co.'s steamer *Thales* leaves for Swatow.
Noon—Meeting of the Shareholders of the China and Manila Steamship Company Ld., at their offices.
Cargo ex *Melpomene* subject to rent.
Cargo ex *Suisang* subject to rent.

SUNDAY, 24th.

Daylight—O. S. K. steamer *Maidzuru Maru* leaves for Coast Ports.

MONDAY, 25th.

Noon—M. M. Co.'s steamer *Annam* with mails etc. leaves for Europe.
Noon—I. C. Co.'s steamer *Yuensang* leaves for Manila via Amoy.

TUESDAY, 26th.

11 a.m.—Public Auction by Messrs. Hughes & Hough at H.M. Naval Yard.
Noon—N. Y. K. steamer *Yamaguchi Maru* leaves for Japanese Ports.
Noon—Meeting of the Shareholders of the Hongkong Hotel Company Ld., at the Company's Hotel.
4 p.m.—I. C. S N. steamer *Suisang* leaves for Indian Ports.
Cargo ex *China* subject to rent.
Cargo ex *Trieste* subject to rent.

WEDNESDAY, 27th.

Daylight—O.S.K. steamer *Anping Maru* leaves for Coast Ports.
Noon—Meeting of the Shareholders of the China Sugar Refinery Company Ld., at Messrs. Jardine Matheson & Co.'s offices.
12.30 p.m.—Meeting of the Luzon Sugar Refinery Company Ld., at Messrs. Jardine Matheson & Co.'s offices.
5 p.m.—C. & M. Co.'s steamer *Esmeralda* leaves for Manila.
Cargo ex *Glengyle* subject to rent.
Cargo ex *Nippon Maru* subject to rent.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Oceanien*) 25th instant.
Canadian (*Tartar*) 28th instant.
Canadian (*Athenian*) 1st prox.
American (*America Maru*) 12th prox.

* * *

The M. M. Co.'s steamer *Oceanien*, with the next outward French Mail, left Saigon to-day, the 22nd inst., at 2 p.m., for this port.

* * *

The N. Y. K.'s steamer *Awa Maru*, (European Line) left Singapore for this port to-day, the 22nd inst., and is expected to arrive here on Wednesday, the 27th inst.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

G.M.S. *Hertha*	at	Kowloon	Dock.
G.M.S. *Jaguar*	"	"	"
U.S.S. *Isla de Luzon*	"	"	"
U.S.S. *Bennington*	"	"	"
U.S.S. *Yorktown*	"	"	"
H.M.S. *Aurora*	"	"	"
H.M.S. *Firebrand*	"	"	"
H.M.S. *Robin*	"	"	"
Ilicos	"	"	"
Glenogle	"	"	"
Lekin	"	"	"
U.S.S. *Concord*	"	Cosmopolitan	"
Milos Colonies	"	"	"
Victoria	"	"	"
Nivelle	"	Aberdeen	"
Rajuburi	"	"	"

* * *

PASSED THE CANAL.

Outward—1st March—*Awa Maru, Benledi, Saxonia, Kobe.* 5th March—*Strathord, Denbighshire, Cymbeline, Ferndene, Grosmont, Thyra.* 8th March—*Dagfred, Sheikh, Teresa.* 12th March—*Obi, Arnold, Luyken, Irene.* 15th Mar.—*Benalder, Gisela, Inaba Maru, Socotra, Ulysses, Hillglen.* 19th March—*Kanagawa Maru, Prometheus.*

Homeward—12th March—*Marie Valerie, Java, Polarstjernen.* 15th March—*Sachsen.*

Arrivals at Home—9th March—*Hamburg.* 13th Mar.—*Laos, Verona.* 16th Mar.—*Sambia, Strathord.* 20th March—*Yarra, Suevia.*

Shipping.

Arrivals.

SEVASTOPOL, Russian battleship, 10,900, Meleusky, 21st Mar.,—Colombo 3rd Mar.
HANGCHOW, British steamer, 999, J. Pearce, 21st Mar.,—Shanghai 18th Mar., General.—Butterfield & Swire.
GLENGYLE, British steamer, 2,275, Temperley Darke, R.N.R., 21st Mar.—Singapore 15th Mar., General.—McGregor Bros. & Gow.
QUEEN ADELAIDE, British steamer, 2,830, F. McNair, 22nd Mar.,—Shanghai 18th Mar., General.—Dodwell & Co., Ld.
ALBENGA, German steamer, 1,188, H. Petersen, [illegible]
COWRIE, British steamer, 1,235, Davies, 22nd Mar.,—Moji 16th Mar., Coal.—Arnhold, Karberg & Co.
PRONTO, German steamer, 632, H. Grandt, 22nd Mar.,—Iloilo 17th March, Sugar.—Siemssen & Co.
YAMAGUCHI MARU, Japanese steamer, 2,059, T. Murai, 22nd Mar.,—Bombay via Singapore 5th Mar., General.—Nippon Yusen Kaisha.
HOIHAO, French steamer, 532, Merlees, 22nd Mar.,—Pakhoi and Hoihow 21st March, General.—A. R. Marty.
HOIHOW, British steamer, 896, L. Dawson, 22nd Mar.,—Swatow 20th Mar., Ballast.—Butterfield & Swire.

Clearances at the Harbour Office.

Katsuyama Maru, Japanese str., for Chefoo.
La Rhone, French str., for Canton.
Yawata Maru, Japanese str., for Nagasaki.
Kongnam, British str., for Canton.
Cowrie, British str., for Singapore.
Benclench, British str., for Nagasaki.
China, Austrian str., for Singapore.
Serbia, German str., for Yokohama.
Fausang, British str., for Singapore.
Shantung, British str., for Hongay.
Wo Kwai, British steam-launch, for Wuchow.
Hong Wan I, British str., for Amoy.

Departures.

Mar. 22, *Banca*, British str., for Singapore.
Mar. 22, *Trieste*, Austrian str., for Yokohama.
Mar. 22, *Clara*, German str., for Hoihow.
Mar. 22, *Hunan*, British str., for Shanghai.
Mar. 22, *Hue*, French str., for Quong-chow-wan.
Mar. 22, *Kwangse*, British str., for Shanghai.
Mar. 22, *Bingo Maru*, Jap. str., for Singapore.
Mar. 22, *Haiching*, British str., for Swatow.
Mar. 22, *Apenrade*, German str., for Haiphong.
Mar. 22, *Iris*, British schooner, for Freemantle.
Mar. 22, *Ajax*, British str., for Shanghai.
Mar. 22, *Yawata Maru*, Jap. str., for Japan.
Mar. 22, *Fausang*, British str., for Singapore.
Mar. 22, *Serbia*, German str., for Japan.
Mar. 22, *Benclench*, British str., for Japan.
Mar. 22, *China*, Austrian str., for Singapore.

Passengers—Arrived.

Per *Queen Adelaide*, from Shanghai—3 Chinese.
Per *Hoihow*, from Swatow—140 Chinese.

Miscellaneous Exports.

The British steamer *Banca*, Hongkong to London, 21st March, took:—75 bales Waste Silk, (option Manchester), 80 bales Waste Silk, (option Goole), 7 cases Cigars from Manila, 100 packages Tea from Macao, 45 cases Blackwoodware, 3 cases Chinaware, 9 cases Copperware, 5 cases Gongs, 2 bales Carpet, 1 case Books, 9 cases Effects, 1 case Silverware, 6 cases Curios and Embd., and 8 cases Preserves; for Manchester:—75 bales Waste Silk; for Glasgow:—5 cases Blackwoodware.

SHIPPING REPORTS.

Capt. L. Dawson, of the steamship *Hoihow*, from Swatow, reports:—Moderate breeze and cloudy weather.

Captain F. McNair, of the steamship *Queen Adelaide*, from Shanghai, reports:—Fine weather with light to moderate N.E. winds.

Capt. H. Petersen, of the steamship *Albenga*, from Japan, *via* Foochow, reports:—Fresh N.E. monsoon, moderate sea and overcast sky.

Captain T. Darke, R.N.R., of the steamship *Glengyle*, from Singapore, reports:—Moderate to fresh monsoon and fine clear weather, W. of Bombay Shoal rough sea, dull and overcast weather.

Captain Pearce, of the steamship *Hangchow*, from Shanghai, reports:—On the 18th and 19th inst. light N.W. and S.W. winds and fine weather, on the 20th and 21st light N.E. winds and fine weather.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Oceanien	Saigon	Mar. 25th
Canton	Singapore	Mar. 25th
Konigsberg	Singapore	Mar. 25th
Miike Maru	Moji	Mar. 27th
Tartar	Japan	Mar. 28th
Athenian	Japan	April 1st
America Maru	San Francisco	April 12th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Agamemnon	London	April 23rd
Ajax	London	Mar. 30th
America Maru	San Francisco, &c.	April 23rd
Anping Maru	Foochow	Mar. 27th
Bamberg	Havre, &c.	April 8th
Bayern	Straits, &c.	July 25th
Bombay	London	April 6th
Canton	Shanghai, &c.	Mar. 27th
China	San Francisco, &c.	May 25th
City of Peking	San Francisco, &c.	April 30th
Clavering	Victoria, B.C.	April 12th
Coptic	San Francisco, &c.	April 13th
Doric	San Francisco, &c.	June 1st
Emp. China	Vancouver, &c.	April 3rd
Emp. India	"	April 24th
Emp. Japan	"	May 15th
Esmeralda	Manila	Mar. 27th
Formosa	Swatow, &c.	Mar. 26th
Gaelic	San Francisco, &c.	May 7th
Glenogle	Victoria, B.C.	April 1st
Gymeric	New York	Qk. desp.
Hamburg	Straits, &c.	June 13th
Hoihow	Taiwanfoo, &c.	Mar. 23rd
Hongkong Maru	San Francisco, &c.	May 16th
Idomeneus	London	April 16th
Kaifong	Cebu & Iloilo	Mar. 27th
Kiautschou	Straits, &c.	July 11th
König Albert	Straits, &c.	April 17th
Maidzuru Maru	Tamsui	Mar. 24th
Marburg	Havre, &c.	Mar. 27th
Mazagon	Bombay, &c.	Mar. 26th
Melpomene	Singapore, &c.	April 3rd
Nippon Maru	San Francisco, &c.	Mar. 28th
Olympia	Victoria, B.C.	April 26th
Plassy	Marseilles, &c.	Mar. 30th
Preussen	Straits, &c.	May 29th
Prinz Heinrich	Straits, &c.	May 15th
Prinzess Irene	Straits, &c.	May 1st
Queen Adelaide	Victoria, B.C.	Mar. 29th
Rosetta Maru	Sydney, &c.	Mar. 29th
Sachsen	Straits, &c.	June 27th
Savoia	Havre, &c.	April 4th
Sibiria	Havre, &c.	April 15th
Sobraon	Marseilles, &c.	April 27th
Stentor	London	April 2nd
Strathgyle	San Diego, &c.	Mar. 30th
Stuttgart	Straits, &c.	April 3rd
Suisang	Singapore, &c.	Mar. 26th
Sungkiang	Amoy & Manila	Mar. 26th
Taiyuan	Port Darwin, &c.	April 9th
Tantalus	Liverpool	April 5th
Thales	Swatow	Mar. 23rd

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU ..... T. Murai.....	MOJI, KOBE and YOKOHAMA...	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU ..... W. Tate	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th Mar., at 4 P.M.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 21st March, 1901. [6

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER-DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
MARBURG ..... v. Binzer	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 27th March.	Freight.
SAVOIA* ..... Behrens	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 4th April.	Freight and Passage.
BAMBERG ..... Jacobs	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 8th April.	Freight.
SIBIRIA*	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 15th April.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to

CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 28th Mar., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.

THE Twin Screw Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Tuesday, 30th April, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 25th May, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

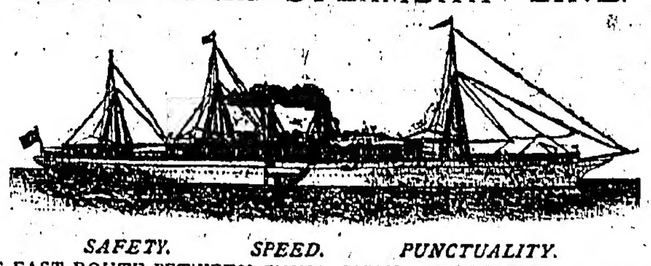
Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901  1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 3rd April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 15th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 13th March, 1901. [3

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 13th April, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 7th May, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 1st June, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 19th March, 1901. [4

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND SAN FRANCISCO,
VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.
Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle	5,023	Saturday	Mar. 30

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to.

BUTTERFIELD & SWIRE,
Agents.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Queen Adelaide.	2,832	F. McNair...	Mar. 29
Glenogle	3,750	W. Frakes...	April 1
Clavering	3,328	J. R. Rae ...	April 12
Olympia	2,837	J. Truebridge	April 26

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to.

DODWELL & Co., LIMITED,
General Agents.

Hongkong, 9th March, 1901 [4

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"PLASSY,"

Captain C. F. Preston, R.N.R., carrying Her Majesty's Mails, will be despatched from this for MARSEILLES and LONDON, on SATURDAY, the 30th instant, at Noon, taking Passengers and Cargo for the above Ports.

All cargos for France and London, will be conveyed direct without transhipment.

Cargo for Bombay will be transhipped at Colombo into the S.S. "MAZAGON."

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 18th March, 1901 [6

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

ADOLPH OBRIG, American ship, Amesbury.—Standard Oil Co.
MOZAMBIQUE, British ship, Robt. Clerane.—Standard Oil Co.
SEA WITCH, American ship, Howes.—Master.
HATTIE C. SMITH, American schooner, Riley Master.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TAIWANFOO.....	"HOIHOW"	23rd instant.
AMOY and MANILA	"SUNGKIANG"	25th instant.
CEBU and ILOILO	"KAIFONG"	27th instant.
MANILA	"TAIYUAN"	9th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TAIYUAN"	9th April.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st March, 1901. [51c

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"PYRRHUS"	29th instant.
"	"ANTENOR"	1st April.
GLASGOW	"ULYSSES"	11th April.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"STENTOR"	2nd April.
"	"IDOMENEUS"	16th April.
"	"AGAMEMNON"	23rd April.
"	"AJAX"	30th April.
LIVERPOOL (DIRECT)..... (Taking Cargo at LONDON RATES).	"TANTALUS"	15th April.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 19th March, 1901. [12

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG,"

Captain Rolfe, will be despatched as above on MONDAY, the 25th instant, at Noon.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 20th March, 1901. [347c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Tadd, will be despatched as above on TUESDAY, the 26th instant, at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 21st March, 1901. [352c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 13th March, 1901. [321c

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA,"

Captain G. T. Blaxland, will be despatched as above on WEDNESDAY, the 27th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 20th March, 1901. [348c

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU,"

(3,411 Tons Gross, Captain N. Tait), will be despatched for the above Port, on FRIDAY, the 29th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA,
Manager.

Hongkong, 19th March, 1901. [345c

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"GYMERIC,"

will be despatched for the above Port about the end of March, 1901, and will be followed by the S.S. "RICHMOND CASTLE," "PATHAN," "FERNDENE" & "LOWTHER CASTLE."

For Freight, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th March, 1901. [4

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE AND BOMBAY.
(In close connection with the Co.'s Accelerated Line to TRIESTE).

THE Company's Steamship

"MELPOMENE,"

Captain Matcovich, will be despatched as above on WEDNESDAY, the 3rd April, P.M.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Port, TO-MORROW, the 23rd instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 22nd March, 1901. [350c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 18th March, 1901. [226c

Auctions.

GOVERNMENT NOTIFICATION.
No. 143.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,

the 25th day of March, 1901, at 3 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 9th March, 1901. [343c

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 25th day of March, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at MacDonnell Road in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	LOCALITY.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1,632	MacDonnell Road	70	90	140	140	11,562	66	9,890

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

on

TUESDAY, the 26th March,
at 11 A.M., at H.M. NAVAL YARD.

SUNDRY NAVAL AND VICTUALLING, OBSELETE AND CONDEMNED STORES.

Comprising:—

OLD IRON (including IRON TANKS and STEEL WIRE ROPE) PAPER STUFF, CANVAS RAGS.
&c., &c., &c.

TERMS:—As Usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 20th March, 1901. [349c

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:—

Series V 49, 1 to 1,000 of $1 (One Dollar) each.

Series Z 49, 1 to 1,000 of $1 (One Dollar) each.

The Public are hereby CAUTIONED against purchasing or dealing in, any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.

By Order of the Chief Manager in Saigon,
For the BANQUE DE L'INDO-CHINE,
L. BERINDOAGUE.

THE POWERS OF GARRISON POLICE.

The attention of the military authorities should be directed to a case recently decided in the Joint Magistrate's Court at Bankipore, says the *Bombay Gazette* of the 2nd inst., as it has an important bearing upon the powers of garrison police within cantonment limits. The facts were simple enough. Two soldiers on duty as military police within the limits of the Dinapore Cantonments found some of their comrades drinking toddy in the company of some natives under a clump of trees. The delinquents pointed out a native boy as the person who had supplied the drink, and he was taken into custody by the two soldiers, who started back for barracks. On the way they were mobbed by villagers armed with grass-knives and sticks, and the boy was rescued. The soldiers were slightly hurt, but the mob dispersed as soon as they had made the rescue. Seven natives were afterwards arrested by the civil police and charged with assault and rescuing a prisoner from lawful custody. The case occurred so far back as November 11th, but it is only within the last fortnight that it has been disposed of: three of the accused having been attacked with plague meanwhile, of whom one died. Mr. Heycock the Joint Magistrate, acquitted all the accused, basing his judgment on a point of law. It is the old question of the definition of "police officer." Under the Cantonment Act of 1889 the sale or possession of liquor by unauthorised persons within cantonment limits is prohibited, and the arrest of such persons "by any police officer" is sanctioned. On behalf of the prosecution it was urged that the garrison police came within the meaning of the words quoted, but the Magistrate held that the term meant only anyone appointed under the Police Act. This being the case, the soldiers were not qualified to arrest the boy, and prisoners, therefore, could not be properly charged with having rescued a person from "lawful custody." If this ruling is to hold good, the Legislative Department should immediately amend the Cantonment Act. Cases other than those connected with the illicit sale of liquor may arise in cantonments and the soldiers employed on public duty will hesitate to take action if doubt exists as to their powers of arrest. We do not know if an appeal can be made by Government against Mr. Heycock's decision, but certainly it would seem desirable to have a ruling on the point raised in the case by a higher authority than a Joint Magistrate of only four years' service. On the merits of the charge of assault by natives upon British soldiers it is not necessary to enter just now.

A MUSSULMAN'S VIEW OF THE TRANSVAAL WAR.

A rather unexpected champion of England in South Africa has appeared in the person of Ismail Kemal Bey, until recently Governor-general of Tripoli, and a prominent member of the Young Turkish Party, the organization that aims at reforms in the empire of the Sultan. He contributes to *The Fortnightly Review* a digest of a recently issued pamphlet which he wrote to arouse the interest of Mussulmans all over the world in the South African struggle "because on its outcome hangs the fate of the Mussulman world. If we value our future," he continues, "we must hope for the success of the English, who for more than three centuries have pursued the noble and humanitarian task of the gradual regeneration of the Orient." The future of Europe, Asia, and Africa, he explains, and particularly the future of the Mussulman peoples, is bound up in the relations of England and Russia, "who meet along all the frontiers of the world, and one of whom must very soon become supreme." Russia is the bugbear of the Mohammedans, and, in this respect, England and Turkey find common ground. We quote further:—

"We have not only the same interests, we have also a common enemy, who threatens us to the same degree, and this is the principal and decisive point. Every blow at England's prestige is a loss for us, while the disappearance of our authority in the Orient would bring about the decline of the British empire. Whoever should wish to effectively attack England would be obliged to begin by passing over the corpse of Turkey. The day that the Muscovite flag floated over the walls of Constantinople would be doubly fatal, because it would mark at the same time the fall of the Ottoman empire, the decline of England, and the cessation of the grand task which England has undertaken in civilizing an entire world, and delivering it from the yoke of barbarity and superstition."

England, he declares, must fortify Herat, the key to India, and Turkey must render impregnable Constantinople, the key to the whole world. "To make strong the two states that hold these keys is at once to place the English possessions for all time beyond the reach of attacks upon land and sea."

The Transvaal war has attracted the "burning interest" of all Eastern peoples, Mussulmans in particular. The latter consider the English race, "on account of its religious beliefs, political doctrines, commercial aptitudes, and still more by its geographical position and its colonial possessions, as a sort of motive power and inspiring authority created by God for the revival of Oriental civilization and the regeneration of the Mohammedan world." Ismail Bey declares that England has always been the friend of Mussulman peoples, and refers to Lord Chatham's famous remark: "The Englishman who does not recognize the importance to England of the political existence of the Ottoman empire is a lunatic." The particular interest of Mussulmans in the Transvaal war arises from the fact that the Dutch, and the Cape Boers especially, have always been oppressors of Mohammedans. Here is the indictment he draws up against the Boers:

"They believed that it was permitted to shed blood, and to confiscate the property of whosoever was not a follower of their religion, whether he were a native or a foreigner, Malay, pagan, or Mussulman; to take the children of their victims and make them their slaves was, in their way of thinking, a pious act. During one hundred and fifty years of such misdeeds, all the tribes of this part of South Africa and more than a million of its inhabitants had been destroyed. As for the Mussulman Malays, who in their own home had possessed servants and been accustomed to live well, they were reduced to slavery, and those who had not disappeared under this tyrannical treatment, preserved barely the name of their origin and their religion."

A rapid survey of the history of Boer-British relations during the past century brings this writer the to conclusion that England's triumph in South Africa "would facilitate the progress of civilization among the coloured inhabitants and guarantee the present and future interest of the world in general and particularly of the Mussulman world." Upon the result of this contest, he declares in conclusion, hangs the fate of the entire East:

"I repeat earnestly that the true friends of civilization ought to wish for the success of the gigantic effort of England in Asia and on the other continents, and that oppressed peoples, especially the Mussulmans, in their desire to arrive at their full moral and political development, should place in her all their hopes of preservation."—*Literary Digest.*

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Bronson, O. C.	Kfumlsgens, Capt.
Benn, A.	Kuhl, A.
Bashan, E. H.	Karman, S.
Bales, H. H.	Leslie, H.
Burck	Levick
Bingham, J. E.	Lawlor, F. B. S.
Burgess, A. E.	Lanza, L.
Burke E. G.	Leslie, M. K.
Biltian, Mrs.	Lynch, J. A.
Beaumont, Mrs. G.	Lindsay, B.
Beatie, Dr. A.	Liberge, C.
Brokenshire, F.	Murdalthal, C. S.
Beal, Gunner J.	Mills, Mrs. I.
Bertram, C.	Marshall
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Boyd, R. P.	McDonough, T.
Coke, Dr. G. H.	McDonnell, J.
Colegrove, R.	Murray, J.
Curren, T. B.	Manwaring, H. G.
Calver, Miss	Moon, T.
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Coiffeur, R.	Preston, P. H. H.
Cambell, Archbishop P. C.	Phillips, A. M.
Cream,	Pellet, J.
Chambers, Capt. R. C. H.	Palmer, H. A.
Cardova, Mrs. F. M.	Palmer, J.
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Optional Cargo will be discharged here unless notice to the contrary be given immediately.

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Bills of Lading will be countersigned by

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Hongkong, 18th March, 1901. [319c

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Hongkong, 20th March, 1901. [196c

TOYO KISEN KAISHA.

NOTICE.

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No Fire Insurance has been effected.

GEORGE ECKLEY, Actg. Agent.

Hongkong, 20th March, 1901. [7

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No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st March, 1901. [351c

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HOUSES in LEIGHTON HILL ROAD.
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TO LET.
POSSESSION APRIL 1ST.

1, STEWART TERRACE.
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TO LET.

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Apply to LAU CHU PAK, Care of A. S. Watson & Co., Ltd.
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Intimations.

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Hongkong, 21st March, 1901. [353c

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Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Mannoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Oneda Cement Company.
MITSUI BUSSAN KAISHA, M. FUJISE, Manager.
Hongkong, 11th December, 1899. [33

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.
H. RUTTONJEE, 5, D'Aguilar Street.
Hongkong, 27th April, 1900. [34

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.
Hongkong, 27nd September, 1898. [40

Intimations.

SIEN TING,
SURGEON DENTIST,
No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [39

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, *No. 4, Queen's Road Central.*
Hongkong, 3rd January, 1901 [16c

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*
Hongkong, 14th May, 1896. [38

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for CLEMENT'S WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
40, QUEEN'S ROAD,
Watson's Building.
42]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. "JEYES' FLUID" DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 9th March, 1897. [37

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, $80 Per Annum.

PRIVATE LINES, $100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—
BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply, to W. STUART HARRISON, Manager.
Hongkong, 6th December, 1900. [93

The Share Market.

LATEST QUOTATIONS.

(*March 22nd*).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	351 % premium [sellers
The Bank of China & Japan, Limited... (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited... (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited... (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$25½ buyers
Do. Founders	£ 1	$15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$260 buyers
China Traders' Ins. Co., Ld.	$ 25	$55 sellers
North-China Ins. Co., Ld.	£ 25	Tls. 180 sellers
Yangtsze Ins. Assoc. Ld.	$ 60	$118 sales
Canton Ins. Office, Ld.	$ 50	$150 sellers
Straits Ins. Co., Ld.	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$291 sales
China Fire Ins. Co., Ld.	$ 20	$76 sales
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$32 sellers
Indo-China Steam Navigation Co., Ld.	£ 10	$117 buyers
China & Manila S.S. Co., Ld.	$ 50 / $ 30	$65 sales / $38 sales
Douglas Steamship Co., Ld.	$ 50	$48½ sellers
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£7 buyers
Star Ferry Co., Ld.	$ 10 / $ 2½	$21 buyers / $7 buyers
"Shell" Transport & Trading Co., Ld.	£ 1	£3.4.0 sales
Refineries.		
China Sugar Refining Co., Ld.	$100	$140 sellers
Luzon Sugar Refining Co., Ld.	$100	$39 sellers
Mining.		
Punjom Mining Co., Ld.	$ 8	$4½ sales
Punjom Mining Preference Shares	$ 1	$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	$315
Queen Mines, Ld.	25 cts.	10 cents
Jelebu Mining and Trading Co., Ld.	$ 5	$5 sales
Raub Allian Gold Mining Co., Ld.	17s. 10d.	$43 sellers
Olivers Freehold Mines, Ld. A	$ 5	$2½ sellers
Olivers Freehold Mines, Ld. B	$ 5	$1½ sellers
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	10 cents
Do. (Preference)	$ 1	40 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	665 % premium [sellers
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$91½ sales
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$63 buyers
New Amoy Dock Co., Ld.	$ 6½	$24 sellers
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	10	$9½ sellers
Hongkong Land Investment & Agency Co., Ld.	$100	$195 sales
Kowloon Land and Building Co., Ld.	$ 30	$28 sales
West Point Building Co., Ld.	$ 50	$49 sales
H'kong Hotel Co., Ld.	$ 50	$124 sellers
Oriente Hotel Co., Ld.	$ 50	$76 ex div.
Humphrey's Estate & Finance Co., Ld.	$ 10	$12½ sales and buyers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$12.80 sales
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 45
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 55
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 45
Cigar Companies.		
Alhambra, Limited	$500	200 % premium
La Comercial, Ld.	$500	80 % premium
Hensiana Limited	$100	par sellers
La Favorita	$500	40 % premium
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$20 sales
China-Borneo Co., Ld.	$ 15	$33 buyers
A. S. Watson & Co., Limited	$ 10	$16 buyers
Watkins, Limited	$ 10	$12 sellers
Hongkong Electric Co., Limited	$ 10	$12½ sellers
Hongkong Electric Co., Limited	$ 5	$7 sales
Hongkong and China Gas Co., Ld.	£ 10	$130 buyers
Hongkong Rope Manufacturing Co., Ld.	$ 50	$157½ sales
Geo. Fenwick & Co., Ld.	$ 25	$55 sellers
H'kong Ice Co., Ld.	$ 25	$160 sales
H'kong High-Level Tramways Co., Ld.	$100	$200 sellers
Dairy Farm Co., Ld.	$ 6	$8 buyers
Hongkong and China Bakery Co., Ld.	$ 50	$50 sales
Campbell, Moore and Co., Ld.	$ 10	$20
Bell's Asbestos Eastern Agency, Ld.	£ 1	$1½ buyers
United Asbestos Oriental Ag'cy, Ld.	$ 4	$8½ sales
Carmichael & Co., Ld.	$ 20	$7
Tebrau Planting Co., Ld.	$ 5	$3 sellers
Universal Trading Co., Ld.	$ 5	$5 sales
H.K. Steam Waterboat Co., Ld.	$ 5	$7 cum call
China Light & Power Co., Ld.	$ 20	[illegible]

BENJAMIN, KELLY & POTTS, Share Brokers.
Telegraph Address—"Ria[illegible]"
Telephone No. 148.

VISITORS AT THE HONGKONG HOTEL.

Alexander, Mr. E.
Angus, Mrs.
Ashton, Mr.
Atkinson, Mrs. & Miss
Bailey, Mr. W. S.
Bell, Mr. and Mrs. O. M. D.
Beringer, Mr. F. J. G.
Bisset, Mr. David
Black, Mrs.
Blanchot, Mr. G.
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Bruce, Capt. and Mrs.
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Clarke-Thornhill, Mr. T. B. and valet
Cohn, Mr. Julius
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Drew, Mr. and Mrs. C.
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Dyson, Capt. P. S.
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Hermann, Mr. B.
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Howard, Mr. Thos.
Howkins, Mr. & Mrs. J. D.
Jackson, Mrs. J. B. and child
Johnson, Mr. A.
Joseph, Mr. & Mrs. E. S.
Juddell, Mr. and Mrs.
Karman, Mr. S.
Katsch, Mr. E. A.
Kiene, Mr. and Mrs. F.
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Kuhty, Mr. F.
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Littledale, R.E., Major R. P.
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Lyon, Mr. R.
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Mallory, Lt.-Col.
Mangillavid, Mr. E. de
Mattock, Mr. C. T.
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McLellen, Mrs. E. E.
Meyer, Mr. H.
Mould, R.E., Maj. C. F.
O'Neill, Mr. and Mrs. J. J.
Orr, Mr. R.
Orr, Capt. S. G.
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Passy, Lt.-Col.
Peploe, Mr. F. N.
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Richter, Mr. and Mrs.
Ritter, Baron
Samuel, Mr.
Stevens, Mr. G. R.
Stevens, Mr. H. Goyne
Stewart, Mr. E. H.
Taylor, Mr. D. G.
Tibbey, Mr. H. M.
Upham, Mr. J. L.
Vanderpool, Mrs.
Wakeman, Mr. G. H.
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Wells, Mr. D.
Wessel, Mr. and Mrs. Chas.
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Wild, Lieut. and Mrs. Bagnall
Williamson, Mrs. J.
Wright, Mrs. and Miss
Young, Mr. Jas.

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Brown, Colonel F.
Buttanshaw, Major and Mrs. and maid
Buttanshaw, Miss May
Buttanshaw, Master H.
Collard, Col.
Comrie, Mr. A. F.
Crookenden, Col.
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Hamilton, Mrs.
Ross, Mr. John A.
Thomas, Mr. and Mrs.
Volpicelli, Consul
Werner, Mr. E. T. C.

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Craighton, Mr. J. V.
Frake, Capt.
Geisler, Mr. H.
Leary, Lieut. C.
Lundholm, Capt
Goodger, Mr. and Mrs. P. B.
Heacock, Mr. & Mrs.
Hilebyanch, Capt.
Kennedy, Mrs.
Schmitt, Mr. R.
Thomson, Mr. & Mrs.
Walker, Mr. Geo. C.
Wittmuss, Capt.

EXCHANGE.

Hongkong, 22nd March.

On London, Telegraphic Transfer	1/11⅛
" Bank Bills, on demand	1/11 11/16
" Credits, 4 months' sight	2/0⅛
" D'ments, 4 months' sight	2/0⅛
On Berlin, (demand)	M.2.01½
On Paris, Bank Bills, on demand	2.48
" Credits, 4 months' sight	2.53
On New York, Bank Bills, on demand	48¼
" Credits, 30 days' sight	48¾
On Bombay, Telegraphic Transfer	147¼
" On demand	148¼
On Shanghai, Telegraphic Transfer	71¼
" Private 30 days' sight	nom.
On Yokohama, T.T.	2½ % prem.
Sovereigns, Bank's Buying Rate	$10.03
Gold Leaf 100 touch, per tael	51.80
Bar Silver	27 15/16
Dollars	nom.

OPIUM QUOTATIONS.

Hongkong, 22nd March.

New Patna	$912½/922½	per chest.
New Benares	945/950	"
New Malwa	820	per picul.
Old Malwa	830/840	"
Persian good quality	825	"

VESSELS IN PORT.

Steamers.

DECIMA, German steamer, 794, C. Christensen, 21st Mar.,—Saigon 16th Mar., Rice and Flour.—Siemssen & Co.

ELITA ROSSACK, German steamer, 1,240, Bruhn, 18th Mar.,—Bangkok 9th March, Rice.—E. A. T. Co.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 19th Mar.,—Vancouver, (B.C.) 25th Feb., and Shanghai 17th Mar., Mails and General.—C. P. R. Co.

FREIBURG, German steamer, 5,965, F. Proesch, 14th Mar.,—Moji 9th March, General.—Carlowitz & Co.

GLENOGLE, British steamer, 2,399, W. Frakes, 25th Feb.,—Shanghai 22nd Feb., General.—Dodwell & Co., Ld.

HANOI, French steamer, 768, Pannier, 20th Mar.,—Hoihow 18th Mar., General.—A. R. Marty.

HONG WAN I, British steamer, 2,060, A. Fripp, 21st Mar.,—Singapore 15th Mar., General.—Joo Teck Sing.

INDEPENDENT, German steamer, 871, A. Haltz, 7th Mar.,—Saigon 28th Feb., Rice and Flour.—Sander, Wieler & Co.

JACOB DIEDERICHSEN, German steamer, 623, Hansen, 21st March,—Haiphong and Hoihow 20th Mar., Rice.—Jebsen & Co.

KATSUYAMA MARU, Japanese steamer, 826, K. Hayashi, 19th Mar.,—Chefoo 13th March, General.—Mitsui Bussan Kaisha.

KEONG WAI, German steamer, 1,115, A. von Riegen, 21st Mar.,—Bangkok 14th Mar., Rice and Teak.—Butterfield & Swire.

KUTSANG, British steamer, 1,461, Bradley, 18th Mar.,—Java 9th Mar., Sugar.—Jardine, Matheson & Co.

LOONGMOON, German steamer, 1,245, T. Knoop, 17th Mar.,—Shanghai 13th Mar., General.—E. A. Trading Co.

MAIDZURU MARU, Jap. str., 667, K. Sabozima, 20th Mar.,—Amoy and Swatow 19th Mar., General.—Mitsui Bussan Kaisha.

MILOS, German steamer, 1,694, Niemann, 12th Mar.,—Portland, Or. 29th Jan., General.—Stevens & Co.

NIPPON MARU, Japanese steamer, 3,437, W. W. Greene, 20th Mar.,—San Francisco 19th Feb., and Shanghai 18th Mar., Mails and General.—P. & O. S. N. Co.

NUENTUNG, German str., 832, C. Gosewish, 8th Mar.,—Swatow 7th March, Ballast.—Merchers & Co.

ON SANG, British steamer, 1,787, J. Young, 17th Mar.,—Moji 13th March, Coal.—Jardine, Matheson & Co.

PAKSHAN, British steamer, 1,235, F. Ferries, 21st Mar.,—Koh-si-chang 14th Mar., Rice.—Bradley & Co.

POMPEY, American steamer, 785, J. H. Scrivener, 21st Mar.,—Manila 18th Mar., Coal.—U. S. Navy.

PROSPER, Norwegian steamer, Thorensen, 20th Mar.,—Shanghai 16th Mar., Ballast.—Order.

RAJUBRA, German steamer, 1,189, A. Aglbom, 20th Mar.,—Manila 16th Mar., General.—Butterfield & Swire.

SUISANG, British steamer, 1,776, E. J. Tadd, 20th Mar.,—Calcutta via Penang and Singapore 13th Mar., General.—Jardine, Matheson & Co.

THALES, British steamer, 820, A. Robson, 21st Mar.,—Swatow 20th March, General.—Douglas, Lapraik & Co.

TSINTAU, German steamer, 1,002, J. Sander, 21st Mar.,—Bangkok 14th Mar., Rice.—Arnhold, Karberg & Co.

VICTORIA, Swedish steamer, 2,000, J. A. Hillberg, 15th Mar.,—Iloilo 10th Mar., Sugar.—Kwong Fat & Co.

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Amsbury, 19th Dec.,—New York 2nd June, and Chefoo 12th Dec., Oil.—Standard Oil Co.

DUNDEE, British ship, 1,998, Hernnring, 14th Oct.,—New York 29th June, Kerosine Oil.—Standard Oil Co.

FULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.

HOTTIE C. SMITH, American ship, 45, Riley, 24th Feb.,—Yap 14th Feb., Ballast.—Master.

ILOCOS, American schooner, 85, Thomas Pou, 20th Mar.,—Manila 15th Mar., Ballast.—A. R. Marty.

MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.,—from New York, Oil.—Standard Oil Co.

MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemssen & Co.

MOZAMBIQUE, British ship, 2,305, Robert Clerane, 14th Feb.,—New York 20th Sept., Kerosine.—Standard Oil Co.

NIVELLE, British 4-masted bark, 3,262, D. Steven, 6th Feb.,—New York 5th Sept., Kerosine Oil.—Standard Oil Co.

PAUL RIVER, American ship, 1,641, A. Wilson, 20th Feb.,—New York 26th June, Oil—Standard Oil Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.

VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, March 22nd, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Singapore.

Arethusa, 2nd-class cruiser, 3,400 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Hongkong.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.

Astræa, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Hongkong.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Wusung.

Blenheim, 1st-class criuser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Hongkong.

Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Amoy.

Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Commander Sir Bourchier Wrey, Bart., Hongkong.

Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.

Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., Hongkong.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Shanghai.

Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. G. A. Callaghan, C.B., Hongkong.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., in reserve.

Glory, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield, Woosung.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.

Hermione, 2nd-class cruiser, 4,360 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Shanghai.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Canton.

Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 h[illegible] guns, 4 6-pounders, 870 i.h.p., Comm[illegible] W. Smythe, Hankow.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, Hongkong.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Hongkong.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

Phœnix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, S'pore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Redpole, 1st-class gunboat, 835 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, Hongkong.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt., Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtsze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty-Pownall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Adamastor, Portuguese cruiser, 1,757 tons, Capt. Andrew, Macao.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Captain S.N. Sybrandi, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M.V. Elisenan, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambucchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.

**Navarin*, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayesdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Roxbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik,† Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, Capt. Meleusky, at Hongkong.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Mollas, at Taku.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo [illegible], 87 tons, 4 guns, 2,000 h.p., 22 knots.

[illegible], Russian torpedo boat, 23 tons, 1 [illegible], 16 knots.

[illegible], Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

[illegible], Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.

*** *Hansa*, German cruiser, 6,000 tons, 30 guns, Capt. Pohl, at Tsingtau.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Hongkong.

Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Sthamer, at Shanghai.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Hongkong.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy.

** *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Hongkong.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Swatow.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Wærth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Hongkong.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.
** Flagship of Rear-Admiral Geissler.
*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Bathine, Japan.

Bengali, 2nd class dispatch-boat, Lt.-Comdr De La Croix de Castries, at Nagasaki.

Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Loliel, at Canton.

Decidee, gunboat, 690 tons, Capt. Maresubette, at Taku.

* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saune, at Amoy.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Shanghai.

Guichen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.

Vipère, gunboat, 400 tons, Captain G. del Villeneuve, at Canton.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, en route Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Hongkong.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Ensign D. W. Knox, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Hongkong.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Hongkong.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.

Nanshan, U.S. collier, Ensign F. E. Ridgely, at Hongkong.

Nashville, U.S. cruiser, Comdr. R. P. Rogers at Nagasaki.

Newark, U.S. cruiser, 4,600 tons, Comdr. McCalla, at Hongkong.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,1[illegible] h.p., Capt. F. W. Dickens, U.S.N., at Hongkong.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. G. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, [illegible] guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Comdr. Dunlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Hongkong.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, Taku.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fieramosca, Italian cruiser, Capt. Carlo Negri, Shanghai.

Stromboli, Italian cruiser, 3,898 tons, Captain R. Marselli, Hongkong.

Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Asahi, 1st class, 15,200 tons, 15,000 i.h.p., 18 guns, Captain S. Misu, at Japan.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.

Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.

Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.

Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Kure.

Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Idzumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.

Akitsushima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.

Takao, 2nd class, 1,760 tons, 15 guns, 2,400 h.p., Capt. Matsuide, en route Japan.

Yayama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.

Tukushi, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., at Japan.

Osagi, cruiser, at Taku.

Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenonchi, at Japan.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.

Katsuragi, 1,480 tons, 10 guns, 1600 h.p., at Saseho.

Yamato, 1,480 tons, 10 guns, [illegible] h.p., at Chemulpo.

Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan.

Kaimon, 1,360 tons, 10 guns, 1,125 h.p., at Saseho.

Amagi, 1,030 tons, 13 guns, 720 h.p., at Yokosuka.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Saseho.
Akagi, 620 tons, 10 guns, 700 h.p., at Kure.
Atago, 620 tons, 10 guns, 700 h.p., at Taku.
Maya, 620 tons, 10 guns, 700 h.p., at Kure.
Chiokai, 620 tons, 10 guns, 700 h.p., at Taku.
Soko, 572 tons, 4 guns, 400 h.p., at Saseho.
Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.
Chinto, 490 tons, 5 guns, 472 h.p.
Chinesi, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.
Yakichio, gunboat, 4,000 tons, Capt. Yakis, at Japan.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boats.

Murakumo, 279 tons, at Ujina.
Shinonome, 279 tons, at Kure.
Yugiri, 279 tons, at Takeshiki.
Shiranuki, 279 tons, at Kobe.
Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka.
Kagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Japan.
Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.
Akebono, torpedo-boat destroyer, 310 tons, Lieut.-Comdr. H. Kawase, Japan.
Obow, torpedo-catcher, 318 tons, Capt. Camada, at Japan.
14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
4 boats (Yarrow), 40 tons 3 torpedo-tubes, 620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Post Office.

A Mail will close:—

For Canton—Per *Hankow*, to-morrow, the 23rd instant, at 7.30 A.M.

For Swatow, Yap, Friedrich Wilhelmshafen, Langemabbrecht, Herbertshole, Townsville, Brisbane and Sydney—Per *Nuentung*, to-morrow, the 23rd instant, at 11 A.M.

For Swatow—Per *Thales*, to-morrow, the 23rd instant, at 11 A.M.

For Macao—Per *Heungshan*, to-morrow, the 23rd instant, at 1.15 P.M.

For Shanghai—Per *Loongmoon*, to-morrow, the 23rd instant, at 3 P.M.

For Chinkiang and Wuhu—Per *Paiyang*, to-morrow, the 23rd instant, at 3 P.M.

For Hongay—Per *Kutsang*, to-morrow, the 23rd instant, at 4 P.M.

For Swatow, Amoy and Tamsui—Per *Maidzuru Maru*, to-morrow, the 23rd inst., at 5 P.M.

For Canton—Per *Powan*, on Sunday, the 24th instant, at 9 A.M.

For Amoy and Manila—Per *Yuensang*, on Monday, the 25th instant, at 10 A.M.

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